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NOVEMBER, 1960, VOL. 4, NO. 11

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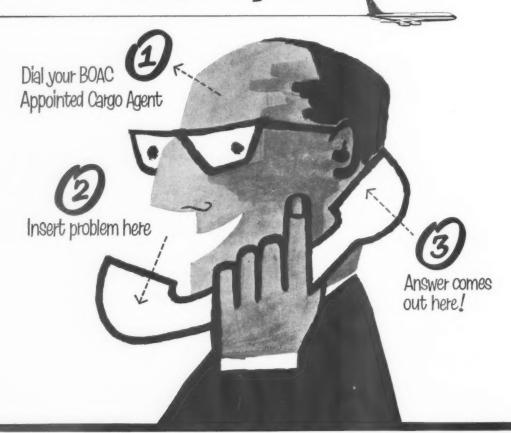
AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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Shippers! Here's how to get instant action on

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#### Let's Start Over

REIGHT RATES, how they are made, and how they are presented to the user, are badly in need of a change. This is no secret. Nor is it a new feeling. Every transport combine, association, and company has tangled with a rates and tariff simplification program, to no avail. Tariff simplification proponents always discover that tariffs are too hard to read, and that the system of rate making is not good, but no one yet has been able to develop a solution to the problem.

Maybe no one ever will. But if some one does not, the days ahead for the regulated common carrier will be rough, indeed. The trouble will come from the private

carriers.

How serious this problem is was sharply outlined by Anthony F. Arpaia, vice president-international services of the Railway Express Agency, in a talk in New York before a group attending the Cargo Handling Exposition and Symposium.

Arpaia, a former Member and Chairman of the Interstate Commerce Commission, said tariff reading and interpretation makes logarithms and calculus child's play by com-

parison.

"Tariffs," he said, "are baffling, confusing, and complicated. A mistake can cause serious consequences since the law places upon the shipper a definite responsibility for tariff knowledge. As matters now stand, in addition to the direct costs of for-hire transportation, a shipper must contend with the expense of a staff of experts, clerks, office space, commerce counsel, etc. The present rail uniform classification alone has thousands of ratings. To these must be added other thousands of exceptions, commodity rates, special routing requirements, rules, combinations, single factors, alternative applications, minimum charges, master tariffs of increases, special interpretations, and so on, let alone the hazards they create."

Obviously, this sort of treatment has not appealed to

shippers, who are practical people.

The for-hire transportation industry is in distress. Present estimates are that 70% of intercity transportation is performed by unregulated transportation. This is 20% more than eight years ago.

As black as Arpaia found the past, he had hope for the future—in containerization. He felt that containerization offered a real opportunity for coordinating transportation

systems—and for simplifying tariffs.

"The railroads alone," he pointed out, "issue some 12,000 tariffs, many of them, with effective supplements, as large as five or six inches thick."

U.S. airlines do not have 12,000 tariffs, nor does an airline tariff often become five or six inches thick. But they are complex, and each year the complexity increases.

Arpaia's complaint, directed principally against surface carriers, is no less applicable to airlines and their regulatory agency. However, unlike many who complain, Arpaia suggests a route to explore to lead the transportation industry out of the tariff wilderness which has been growing wilder each year for 100 years.

His first suggestion is one which should meet with wholehearted approval—junk the entire tariff mess and start over. This includes not just the tariffs, but the whole concept of rate making.

As Arpaia points out, conventional rate making techniques of regulated carriers lost meaning as soon as a person could measure the cost of carrying goods, whatever the value, in his own vehicle. This person soon learned that the cost of operating his vehicle was the same regardless of the composition or value of the commodity carried. The making of rates by weight and the classification of freight through descriptions of numerous types and kinds, along with all of the variations and exceptions, just could not make a believer of such a person.

"With a growing segment of the transportation industry interested only in seeing that cost, plus a contribution to profit is obtained from each transaction, the keystone of the historic classification principles, i.e., value of service, is severely circumscribed. While value of service may remain a factor in the movement of heavy, low-valued, raw materials for some time to come, it already has been completely discarded as to a significant and growing portion of the manufactured goods traffic," Arpaia said.

He recommended that carriers study the possibility of using the cube-mile with specific accessorial charges where necessary. Once the cubic capacity of a vehicle has been used up (subject to maximum weight limitations of the vehicle or the law), that is it. The only other thing a carrier has to sell is the distance the vehicle travels.

WITH CONTAINERS a predetermined cubic measurement is available, and can be simply stated in a tariff. This measurement would not change, regardless of the mode of transport employed.

For the containerization to work the containers must be compatible with the several modes of transport and the various types of handling and loading equipment. Undoubtedly, there will be specialized containers, but so long as the containers can move from one form of transportation to another, there is no further requirement for standardization.

The cube-mile idea is not completely new. The airlines do something akin to it with cut flower shipments, and some shipping companies do a similar thing with household goods

shipments.

What is new is the idea that carriers have only two things to sell—space and distance traveled, particularly when dealing with packaged traffic. This will be the hardest part of Arpaia's idea to put across.

If he can do it, or anyone else, tariffs could be given a fresh start. This is something the transportation industry

can use.

Wallace I. Longstreth



#### Pan Am Schedules More <u>ALL-CARGO</u> Flights <u>DIRECT</u> to

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LV...HNL...0030

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#### **TRENDS**

The threat of an open rate situation again hangs over transatlantic airlines. The question of a major cargo rate revision was brought to a head by three U.S. airlines, Pan American, Seaboard & Western, and Trans World, at the International Air Transport Association Traffic Conferences in Cannes. The rates proposed by the three are a radical departure from the present rate structure, and would bring about some pronounced reductions. The new rates would range from 18¢ per ton mile, for cargo charters, to 50¢ per ton mile for general commodity shipments weighing less than 45 kilos (a kilo is approximately 2.2 pounds).

The three U.S. airlines have agreed to an extension of present rates until July 1. They agreed to this compromise in the hope that the new rate proposal would gain IATA backing.

The series of general commodity rates proposed by PAA, S&W, and TWA, produce  $25\phi$  per ton mile for a shipment of 1000 kilos or more;  $27\phi$ , 500 to 1000 kgs.;  $29\phi$ , 250-500 kgs.;  $30\phi$ , 100-250 kgs.;  $40\phi$ , 45 to 100 kgs.; and  $50\phi$  per ton mile for shipments weighing less than 45 kilos. The minimum charge would be increased to \$15 per shipment.

Applied to the New York-London leg, the proposed general commodity rates would be \$1.90 per kilo, for a shipment under 45 kgs. For the largest shipments, the rate per kilo would be 76¢. Present rates are \$2.81 per kilo, under 45; and \$1.83 for the biggest shipments.

The three carriers proposed to retain certain specific commodity rates, but would drop those which have produced little or no traffic.

At least 10 European airlines have found things objectionable in the new proposal. A special meeting will be called in January to try to iron out the difficulties.

Transatlantic air freight charters every Saturday by Air Express International Corp. have upset the British. The British Ministry of Aviation has told AEI and Pan American World Airways that the charters may not be continued (PAA provides the aircraft for the forwarder's charters). While the British complained of the "regularity" of the service, the principal effect is to protect IATA-established cargo rates.

If the British stand pat, and refuse to allow such charters to come to England, AEI, and probably other forwarders will have to revise plans. But with so many places in Europe to use as a gateway, it is reasonably sure the charters will continue.

- Riddle Airlines is planning to expand charter activities with a scheduled private multiple contract service which will be called by the registered name, "Profit-Aire."
- Prices are going up rapidly for land near airports at airline cities. Land is being bought for commercial or industrial use. Around San Francisco, International Airport an acre of land, 1500 feet from the runway end, sold for \$23,000 in 1955. Today the price is \$1.20 a square foot, or \$50,000 an acre. Leigh Fisher, president of Leigh Fisher & Associates, airports and business consultants, says that this marked increase in land value is not limited to the San Francisco area. The reason: industrial activities want to be close to air transportation which is the new medium of commerce and communication.

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#### AEIC's Chartered Aircraft Free Freight For Assembly

The first consolidated shipment charter in air transportation history is how Air Express International Corp. described its new service to shippers. As an integral part of AEIC's new service, the big international air freight forwarder is chartering aircraft for shipments accepted under its own tariff. "This means," AEIC says, "there is absolutely no withholding of freight for assembly."

The charters are being operated once a week with DC-7 type aircraft chartered from Pan American World Airways. The aircraft are standard passenger DC-7s with the seats removed. Payload runs about 16-18,000 pounds. According to one AEIC official, if the service continues to grow, his organization will be in the market to charter all-cargo aircraft, with greater capacity.

AEIC is also supplementing the chartered aircraft with space on regular scheduled jets moving across the Atlantic.

The chartered aircraft have been leaving New York's International Airport every Saturday at 6 p.m. In early October, AEIC had scheduled the weekly flight through November 5. They fly planes direct to London, AEIC's first break-bulk point, then to Frankfurt, key break-bulk station on the continent.

At the two European cities, shipments destined to local importers are quickly cleared to customs while those to be moved onward, to points in Europe, Africa, and the Near and Middle East, are placed aboard the first scheduled flights to the various destinations. Space aboard continuing aircraft is booked by AEIC in advance.

Documentation presents no problem. The papers are sent in advance to the European gateways, London and Frankfurt, by combination jet so that on-forwarding can be easily arranged before the shipments arrive.

Shipments that are on-forwarded from the gateways have no customs problem. Both break bulk points are in bonded areas. AEIC observers on the continent have noticed that shipments can be on-forwarded in 45 minutes.

Loads are arranged to meet on-for-

warding commitments. Shipments are programmed so that the last on the plane is first off. Thus, shipments, which must make a tight connection, are loaded accordingly.

The AEIC charter service is the result of meticulous planning. For over a year, the company operated "dry runs" in order to bring to the surface all unanticipated problems.

As Alvin B. Beck, AEIC's executive vice president describes it: "We were actually running a paper airline. Doing so gave us a lot of valuable experience. We were able to anticipate bottlenecks and other problems, and to eliminate them before we went into the real operation."

Illustrating his point, Beck said that "in order to achieve our ends without a hitch, it required a number of personal visits abroad, as well as joint conferences of our United States and European staffs. Some of our key people traveled abroad for these meetings and on other occasions the reverse was true. The result of this was total coordination. The effort we put forth to get the charter operation to work has paid off handsomely."

Meanwhile, action has not slacked at AEIC. Beck and Chester M. Mayer, AEIC's president and chairman of the Board, recently returned from their second tour of the Far East. realist

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The two executives inspected the firm's facilities and consulted with important export-import and government figures. They also expounded several policy matters during interviews with press and radio representatives.

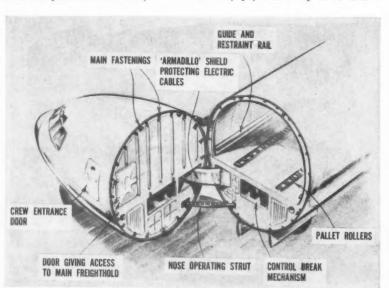
Some of the points the two men covered—AEIC's primary aim is not to develop air freight traffic only between the U.S. and other countries. The firm has thrown all its energies towards gearing a global network to perform a wide variety of air shipping services between markets.

AEIC will not seek to undercut existing pricing policies in the Orient.

Air Freight rates will continue their decline. The most recent reduction which took place at the beginning of 1960 in the form of a totally revised rate structure for goods in U.S./-Canada-Orient transpacific traffic, has had the effect of boosting air freight volumes.

#### Complete Cargo System Unveiled By Vickers

A complete freighter system geared to low-cost, high-speed movement of commercial cargo has been developed by the British Aircraft Corp. The system would adopt high speed loading on the ground to freighter versions of the standard Vickers VC-10 and Super VC-10 jets which have been designed to carry payloads of up to 50 tons at



PRINCIPAL FEATURES of the swing-nose cargo jet freighter developed by the British Aircraft Corp. are now either on the drawing boards or being tested. A version of the standard and Super Vickers VC-10, the freighter can carry loads of up to 50 tons.

realistic load densities.

The loading system for the "swingloading VC-10 and Super VC-10 includes rails, rollers and cargo containers in the aircraft fuselage, and an airport handling dock and loading jetty.

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One of the most important features in the system is the preloading of freight onto pallets or into containers in the warehouse prior to arrival of the

The aircraft loading operation is then confined to the movement into the aircraft and the locking of the pre-packed pallets, assembled as a train, into the

The type of pallet or container and the means of loading them are left up to the individual operators, and would be based on the types of cargo which they intend to carry.

The main difference between the VC-10 and Super VC-10 is the volume available for freight carrying.

The VC-10 aims at an average commodity freight density of 161/2 lb. per cubic foot with a gross volume of 8000

The VC-10 freighter has a maximum design payload of 90,000 lbs. which can be carried over a range of 2850 nautical miles. The payload with a maximum fuel range of 4100 nautical miles is 62,000 lbs.

The Super VC-10 shoots for a density of 121/4 lbs. per cubic foot with a gross volume of 10,970 cubic feet.

Maximum design payload of the Super VC-10 is 98,250 lbs. which can be carried over a range of 2150 nautical miles with 2 hours reserve fuel. The payload with a maximum fuel range of 3850 nautical miles is 54,000

Vickers engineers summarize the main advantages of the combination of rear-engine layout and swing-nose loading as follows: (1) full utilization of all available cabin space; (2) ease of maneuvering and loading; (3) nosewheel support at point of loading; (4) no aerodynamic loads at hinge-point; (5) weight increases involved by high freighter payloads have a less adverse effect on airfield performance, approach speed and range flexibility.

#### Ryder Steps In As Miami Contractor

A new cartage contractor, Ryder Truck Lines, Inc., has been appointed for Miami by Air Cargo, Inc., replacing Air Freight Transfer Company.

Ryder is a big outfit. It is considered the second largest trucking concern in the country. Last year, the firm grossed in the neighborhood of \$84 million, and, depending on how vehicles are counted, operated from 24 to 28 thousand trucks.

The new contractor has stepped right in to make air freight pick up and delivery an important part of the Ryder operation. A terminal for air freight, across the street from the airport, has been obtained. Trucks have been assigned to handle air freight, exclusively. And, rates have been re-

The lowest rates will apply for the airport and the immediate industrial environs (Area A). The rest of Miami proper will be an Area B, at rates slightly below what they were on September 1. For the more distant points served by Miami International, such as Homestead (Area E), the minimum charge per shipment has been reduced from \$6.50 to \$4.50.

For special shipments, those which occur after the normal business day, or on weekends or holidays, the hourly rate has been dropped. Instead, the rates will be per 100 pounds, starting at \$1.80, subject to a minimum of \$3.75. The big advantage to the new special rates is that the shipper can determine exactly what pick up or delivery costs in the Miami area will be. Previously, it could only be estimated how many hours would be in-

Another indication of the interest Ryder has in air freight was the announcement of a joint truck-air service between Puerto Rico and points on the U.S. mainland via Ryder and Riddle Airlines.

Commenting on the arrangement, Riddle officials say that it is now possible for Puerto Rican shippers to reach 644 separate points on the mainland with a single shipping document and one through rate from origin to destination.

#### New Kalamazoo Terminal First in REA Expansion Plan

A new terminal which is expected to process more than 40,000 individual pieces of air and rail express each month has been opened by the Railway Express Agency in Kalamazoo, Michigan. The facility is the first completed by the Agency in a nationwide terminal expansion program.

REA predicted that the new \$125,-000 installation would speed up processing and handling of shipments moving nationwide and worldwide by surface and air to and from Kalamazoo.

A total of 14 other cities and towns will receive daily pickup and delivery service in an expanded, 100-square-mile Kalamazoo terminal area. The points are: Allegan, Battle Creek, Constantine, Galesburg, Lawton, Martin, Mattawan, Otsego, Plainwell, Portage Center, Schoolcraft, Three Rivers, Vicksburg and Wayland.

#### Riddle Closes DC-7 Deal; Planes To Be Convertible

A DC-7 fleet of seven aircraft has been purchased by Riddle Airlines from General Dynamics Corp.'s General Aircraft & Leasing division. Douglas Aircraft Co. will convert the aircraft to a convertible cargo-pas-





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senger configuration.

The price of the aircraft was \$750,000 each with the cost of conversion pegged at \$300,000 each.

The first three conversions are to be completed by the end of the year and the remaining four early in 1961.

Convertible features, which will be incorporated in the DC-7Cs, will permit overnight transition from an all-freight to a ninety-nine passenger interior.

Riddle's president, Robert W. Hewitt, outlined implementation plans for his carrier's newly acquired fleet in a three point program: (1) improved cargo service over Riddle's domestic and international route system; (2) development of overseas group charter flights; and (3) participation in Military Air Transport Service overseas airlift contracts.

#### KLM Pulls Out All Stops For DC-7 Freighter Debut

An all out publicity drive complete with newspaper advertisements, receptions, live theater and air cargo exhibits introduced KLM's new DC-7F carge aircraft to the air freight community last month.

In a real barnstorming effort, the plane made a series of one night stands at Los Angeles, San Francisco, Chicago, Philadelphia and Washington, D.C. At each city, shippers, agents, city officials and airline interline personnel flocked to inspect the newly outfitted cargo plane.

At the receptions, the guests met a top delegation of KLM cargo officials from Europe headed by the airline's U.S. sales manager, George V. Lambert, and the U.S. cargo manager, Alvin E. Levenson.

A 15 minute show produced and cast in Holland proved to be a real cocktail stopper at the receptions. Entitled "The KLM Freight Story," the Dutch men and women, all KLM employees imported from Holland especially for the production.

The tour was not all reception and exhibit. In each community, the KLM delegation met with shippers and American business men. They discussed shipping problems and air freight progress.

The object of all this attention was the first Douglas DC-7 air freighter converted by KLM. Sporting a total cargo capacity of 5504 cubic feet, the freighter can lift a 34,000 pound payload over 2800 statute miles, or a 21,000 lb. payload at 4400 statute miles. At least five more of the freighters will be converted by KLM.

Statements made by KLM officials



ONE OF THE MANY EXHIBITS found inside KLM's converted DC-7 air freighter during its swing through the U.S. Displays were sectionalized for easy handling.

during their tour indicated the importance with which they viewed the travelling exhibit.

KLM's U.S. sales manager, George V. Lambert, hailed the publicity effort as "one of the biggest promotions to introduce an air cargo service in the history of aviation. It is indicative of how much we consider air freight a major part of our business rather than something that merely goes along with the passenger commerce. In some countries we derive more than half of our revenue from air cargo," he said.

Levenson, KLM's U.S. cargo manager, said the purpose of sending the freighter on tour was to show officials and some of our shippers and interline friends what "a well-equipped, useful freight carrier the Douglas DC-7 air freighter is."

#### Pan Am Jets Carry French Fashions

Special garment bags and hanger facilities to accommodate European fashions destined for the U.S. are now available on Pan American World Airways' Boeing 707 jet flights. The garments are carried in disposable paper garment bags or in re-usable canvas bags provided by Pan Am.

PAA says that the flights have not only proved popular with high fashion shippers but also with the shipper of moderate-priced ready-to-wear goods. The airline pointed out that one French manufacturer, during 1960, will ship 50,000 dresses in the \$20 retail price range to New York.

#### Top Military Traffic Men To Address Freight Seminar

A general freight traffic management seminar for Army, Navy, Air Force and Marine Corps. transportation personnel will be held this month in Dallas, Texas. Col. Ray J. Cox, regional director, Southwestern Traffic Region, Military Traffic Management Agency, said key transportation personnel located in New Mexico, Oklahoma, Arkansas, Louisiana, and Texas will attend the meeting which is scheduled to get underway at the Adolphus Hotel, Dallas, Texas on November 29, 1960.

The list of military transportation executives who will speak on shipping matters includes: Gayton E. Germane, director of transportation policy, Office of the Assistant Secretary of Defenses, Brig. Gen. Earl C. Hedlund, director of transportation, Deputy Chief of Staff, Materiel, U.S. Air Force; Maj. Gen. Frank S. Besson, Jr., chief of transportation, U.S. Army; Maj Gen. I. Sewell Morris, executive directory, Military Traffic Management Agency; and Rear Admiral James W. Boundy, chief, Bureau of Supplies and Accounts, U.S. Navy.

Management representatives in the

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transportation industry are invited to attend the opening day session. Inquiries concerning attendance and additional information can be obtained by writing: The Regional Director, Southwest Traffic Region, MTMA, 901 Ross Avenue, Dallas 2, Texas.

#### **UAL Takes Delivery Of Preload Containers**

A total of 801 preload baggage containers have been delivered to United Air Lines under the first stage of a contract with the Hardman Tool & Engineering Co. of Los Angeles.

Designed to fit the belly compartment of UAL's jets, the containers can hold 25 pieces of luggage or 1100 pounds of mail and cargo.

The preloaded containers are lifted in and out of the compartment by electric hoists which are an integral part of the aircraft.

Hardman, a division of the Dayco Corp., manufactured the units with an eye to weight savings. The firm explains that the high strength to weight ratio of the containers was achieved with a sandwich fabrication consisting of stressed skin fiberglass surface panels and a controlled density, fire resistant, thermo-setting plastic foam core.

#### Airborne Subsidiary Opens Idlewild Office

Cross World Air Cargo Corp., subsidiary of Airborne Freight Corp., a San Francisco based international air freight forwarder, has opened an office at New York's Idlewild International Airport. The move is designed to improve service and more fully coordinate operations with Pan Maritime Cargo Service, another Airborne subsidiary based in New York City.

The new Cross World office will be managed by William Fox who will be located in Room 226, Cargo Building No. 80

The Old And New . . .



Familiar Airborne Freight Corp. trade mark (left) is replaced (below) by a sleek new emblem which will identify parent firm and all subsidiaries of the big air freight forwarder.



NOVEMBER, 1960

#### International Cargo Crown Claimed By Miami Airport

The City of Miami claims that more international cargo is flown in and out of Miami International Airport than any other terminal in the world. Combined international and domestic air cargo, the city reports, has more than doubled in Miami during the past decade to reach a total of 206,273,548 pounds per year.

On a daily basis, cargo handlers load and unload 565,136 pounds of goods. More than 75% of this total is international cargo, flowing to and from Central and South America, the islands of the Caribbean and other international points.

#### S&W Containerizes Military Mail Shipments

Containerization for the commercial air movement of military mail to Europe has been adopted by Seaboard & Western Airlines. S&W's new aluminum container has a capacity of 140 cubic feet and can hold between 1600 and 2000 pounds of mail.

The units, which S&W says speed loading and provide additional security, are sealed by postal authorities in New York and are opened by military postal authorities at their European destinations.

#### Miami Animal Shipper Enthusiastic About Jets

Live animals and birds are being handled far more satisfactorily on jets than on regular cargo planes, according to Alton V. Freeman, president of the Miami Rare Bird Farm. Most important factors, Freeman says, are the climatic conditions and air pressure in the belly compartment of the jets which are identical to the passenger compartment and provide normal living conditions for livestock.

"The vast space available in these fast and large planes makes it possible for them to handle nearly everything in the animal or bird line carried by regular freight planes," he emphasizes.

As a large shipper in the animal zoo field, Freeman noticed some initial airline hesitancy to carry livestock on a passenger jet.

"But," he observes, "the airlines learned that it is a satisfactory and profitable item. Far more important, too, is the goodwill of both the shipper and consignee for the rapid and excellent arrival condition of shipments."

Freeman's only wish is that all jet carriers will soon follow the lead of the few and provide the animal shipper with efficient jet service.



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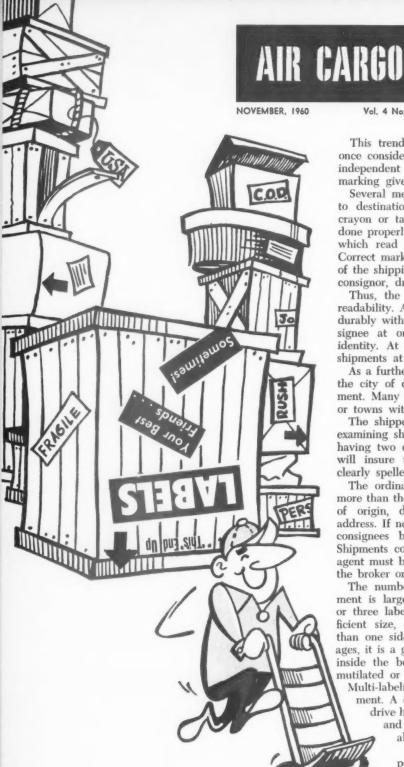
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By DONALD J. FREDERICK

THE LABEL on an air freight shipment is a valuable piece of paper. Although it is one of the shipper's most trusted friends, the label should not be taken for granted. A label or stencil carelessly applied is costly. Millions of dollars are lost each year as a result of poor marking.

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This trend has given correct marking, which was once considered a part of the packaging process, an independent role in sound shipping practice. Proper marking gives a shipment personality and character.

Several methods of marking can get the shipment to destination. Brush, label, rubber stamp, stencil, crayon or tag all do the job. But the job must be done properly and legibly for the many pairs of eyes which read a shipment from origin to destination. Correct marking is easily understood by all members of the shipping community—cargo handler, consignee, consignor, driver, dock man, and checker.

Thus, the most important element of marking is readability. A shipment which is marked plainly and durably with the name and address of only one consignee at one address and destination retains its identity. At the same time, confusion with similar shipments at transfer points en route is eliminated.

As a further safeguard, county and state, as well as the city of destination, should be noted on a shipment. Many states have two or more cities, stations, or towns with the same name.

The shipper can combat this duality by carefully examining shipments destined for delivery in a state having two or more points of the same name. This will insure that destination, state and county are clearly spelled out.

The ordinary label or stencil ought not to recite more than the name and address of the shipper, point of origin, destination, the consignee's name and address. If necessary, the names and addresses of any consignees beyond destination point are included. Shipments consigned for export through a broker or agent must be marked with the name and address of the broker or agent.

The number of address labels pasted on a shipment is largely up to the shipper's discretion. Two or three labels could be pasted on a parcel of sufficient size, assuring easy identification from more than one side. In the case of paper wrapped packages, it is a good idea to place a second address slip inside the box just in case the outside wrapper is mutilated or torn.

Multi-labeling of shipments can also be a harassment. A constant education effort is necessary to drive home the fact that all old labels, addresses and markings should be removed from reus-

able shipping packages.

An Air Force P-MH bulletin forcefully points up this problem. The 16th Air Force reported receipt of a two-cubic-foot-

box with 23 separate labels affixed to its outer surface. The question was raised. "Are all of them really essential?" The Air Force was inclined to think that they were not. "If they are," the bulletin commented, "we have certainly approached the ridiculous."

The bulletin goes on to point out that certain labels and markings are authorized and required by the rules and regulations governing shipments. It says: "if a label is required, by all means put it on! If not, putting it on will only lessen the effectiveness of those that are really necessary."

The delicate shipment is a thing apart. It demands special treatment which can be afforded through the simple expediency of attaching a "Fragile" label in a conspicuous place on the package. Similarly, "Handle with Care, This End Up," and other precautionary marks are usually effective when judiciously used.

Unless such special markings are applied, fragile shipments are handled no differently than any other.

A cargo representative with one of the foreign flag airlines has noticed the increasing use of special stickers on shipments. "Some shippers are overworking the Fragile and This Side Up labels," he observed.

The label is the most popular form of marking and in many ways the most demanding. It requires constant attention and must be securely attached with a good quality glue or other adhesive material.

American Airlines uses sodium silicate or water glass to affix lot labels to air freight shipments. This solution is mixed with water like the standard martini, 3 to 1. The labels are slapped on with a normal paint brush.

Colors can make labels stand out. Red is a favorite among many shippers and service organizations.

Air Cargo, Inc., representing the cartagemen who serve the scheduled airlines in this country, has designed a new red and white label to help airlines and cartagemen in their efforts to ease identification of shipments which need immediate local delivery.

Endorsed by ACI's contractor's advisory board, the label was adopted in an effort to speed handling at destination.

The National Safe Transit Committee also chose red, along with a bright yellow, to identify a certified packaged product. Under the NSTC program, packaged products are pre-shipment tested to cut damage loss. As Bud Wilkinson, the organization's secretary points out: "Red and yellow were chosen for easy identification; they stand out."

The label seems to be losing some ground to the imprint and stencil. Advocates of these forms of marking hold that they are more economical. They maintain that the cost of glue and the manpower time employed in applying a label are expensive.

The imprint or the stencil, however, is not without pitfalls. Ink is the primary culprit. A poor quality ink can rub off or become blurred in transit just due to normal handling. In addition, exposure to dampness or contact with other packages can blur ink and send a package astray.

The lettering on a stencil should be large and legible, to permit easy identification. Consider the poor freight handler on a pitch black night in an aircraft belly compartment, trying to identify your shipment with a flashlight.

Crayon used to mark shipments presents the same problems as ink. The crayon should be of sufficient quality to produce a marking durable enough to withstand ordinary transportation handling and some exposure to weather.

In the case of tags, an additional danger is separation. A shipment of loose articles, pipe for example, can shake a tag unless it is secured by a strong cord or wire which will not break when the shipment is shifted.

Tags on crated articles should also be securely attached by a strong cord, wire or metal tag fasteners.

The military has established its own marking guidelines in a booklet entitled "Military Standard Marking for Shipment and Storage"—MIL-STD-129B. It is available from the Superintendent of Documents, United States Government Printing Office, Washington 25, D.C. Price is 45¢.

The bulletin emphasizes that addresses on overseas shipments should be the most conspicuous marking on a container and should be as large as the available space and stencil limitations will permit.

Several other situations demand special attention. A shipper is bound under law by Interstate Commerce Commission and the Federal Aviation Agency to identify dangerous and restricted articles. They must be labelled, by the official shipping terms noted in government regulations. Trade names are not acceptable.

The list of restricted articles includes such items as flammables (either liquid, solid, or gaseous), corrosives, poisons, radioactive substances, magnetic material, noxious or irritating substances, or articles possessing inherent qualities which make them unsuitable for ordinary shipping practices.

A package traveling via air parcel post must be clearly marked "Air Parcel Post" or "Via Air Mail" on the address side and on each end and side. Labels bearing these words are readily available.

Collect on delivery shipments require identification. The shipper must put the letters "C.O.D.," and the total amount to be collected on each shipment.

A useful check-list for preparing shipments is presented by the Proper Marking Association, P.O. Box 537, Carbondale, Ill., an organization made up of stencil machine and supply manufacturers, which advises shippers to follow these six, cardinal, marking rules:

 Mark it plainly. Stencil with big bold markings that stand out as print that can be read by everyone.

Mark it durably. Use stencil ink that is guaranteed to be waterproof, weather-proof and smear-proof. Remember a "lost address means a lost shipment."

Show county. Add county to address where duplicated city names occur in some states. Take time to make the address complete.

Remove old markings. Re-used shipping containers must have old marks removed by obliterating paint, by gum taped over the old mark, or by scraping off the old marks.

5. Save your stencils. They can be used several thousand times; every address is identical, no chance for error. Start a good stencil filing system.

6. Be a perfect shipper. Pack it right. Mark it right. Be proud of the appearance of your shipment. Do your part to eliminate the unnecessary loss of \$10 million a year due to poor marking.

NOVEMBER, 1960

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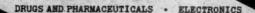




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NOVEMBER, 1960

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## The Big Shipments Should Earn The Low Rates

Says the cargo sales manager of Scandinavian Airlines System to Anthony Vandyk



Kaj B. Justesen has been Cargo Sales Manager of SAS since 1954. A Dane, he was in the shipping business from 1934 to 1937. In the latter year he joined DDL, the Danish Airline which is now part of the SAS Consortium. He became Cargo Sales Manager of DDL in 1947 and a year later was promoted Cargo Sales Manager of the European Division of SAS. In 1951 he was named Deputy Cargo Manager for the entire SAS system and three years later was promoted to his present position.

SCANDINAVIAN AIRLINES SYSTEM is a consortium formed in 1946 from Danish Airlines (DDL), Norwegian Airlines (DNL), and the Swedish Airlines (ABA). The parent organizations, now holding companies, provided SAS with capital, personnel, and equipment, and retired from active airline management. Headquarters of SAS are in Stockholm, but cargo activity is centered in the cargo terminal in Copenhagen.

Q. What are the all-cargo operations of SAS?

A. We operate a very extensive allcargo system in Europe with C-46 equipment. There are four flights weekly from Scandinavia to Paris, three to Northern Italy and numerous services within Scandinavia. Also, there are five flights weekly between Copenhagen and Amsterdam, and, in cooperation with British European Airways, six flights weekly between Copenhagen and London. On the London route we charter Viscount capacity from BEA.

Q. Why do you use C-46s?

A. We originally planned to use our own DC-3s but investigation proved that the DC-3 was not the right aircraft for all-cargo operations within Europe. The C-46 is almost ideal for us. It is cheaper to operate and quite a bit faster than the DC-3. The big loading doors enable us to carry almost any type of freight and the 6½ ton capacity of the C-46 is far greater than the load we can carry on a DC-3.

Q. Why do you not operate any all-cargo services across the North Atlantic?

A. Actually we did for a period of three years several years ago with DC-4s. However, it seemed to be too early. The loss was too heavy, so we decided to discontinue. We also know that the all-cargo equipment that has been available until now has not made it possible for carriers to make a profit on this kind of activity. As far as we are concerned the cargo capacity of-

fered on our combined services has, up till now, met the demand satisfactorily. freig

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Our calculations also show that even with a DC-7C converted into a freighter it is doubtful that we can make both ends meet, bearing in mind the downward trend of the rate level.

**Q.** Does this mean then that you are not interested in the new turbine freighters which manufacturers are putting on the market?

A. Not at all. What I said earlier refers to an all-cargo operation, if it is considered on its own merits. For combination carriers there are many other aspects to take into consideration. There can be no doubt that from an overall view, we have reached the point where all-cargo services on the North Atlantic will show a positive result.

Speaking about turbine freighters, there is every indication that they will be sufficiently cheap in operation to make all-cargo operation profitable even with a further decrease in the cargo rates. Certainly at the rate traffic is building up it might not be too long before we shall be able to fill turbine freighters. Until such time when they will be available, we shall probably have to supplement our cargo capacity on the DC-8s which can probably only be done by the introduction of freighters.

Q. What do the Scandinavian shippers and forwarders think about the new North Atlantic commodity rates which were introduced in April?

A. Well, of course, they are pleased to see a reduction but they are a little confused that the reduction is only for certain commodities and only applies to one route. However, it must not be forgotten that the introduction of the developmental rates was a drastic step inasmuch as they involved reductions of up to 80%.

Obviously, the economy of the airlines does not permit us to carry through such a high reduction on a general basis. The present rate structure has not reached its final stage, by any means.

Q. Do you think freight forwarders receive sufficient compensation from the airlines?

A. Well, there are certainly a lot of agencies approved by the International Air Transport Association compared with the total amount of business. So when you find the average amount of business per agent, you can see that it is difficult for any of them to make a living from air cargo alone. The contrast with steamship companies is very great. Each steamship company appoints just one general agent who gets his commission.

I believe that we must ensure that

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freight forwarders receive reasonable compensation for their services whether it be by higher commission, a fee, or consolidation possibilities. We must particularly try to make it more interesting for forwarders to encourage short-haul air cargo. At present they make more money on shipping by sea for short-journeys. On the other hand, long-haul shipments are probably more profitable to the forwarder when sent by air.

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Q. What do you think about the future of air cargo rates?

A. They must go down and we must be prepared to face a further decrease in our average yield during the coming years. This is necessary if we want to achieve our aim, namely to get more regular freight in the air and thereby a lower proportion of emergency shipments. There is a limit to how much our traffic can be developed purely from the speed of our aircraft. Therefore, the airlines will have to concentrate on the traffic moving by surface. A big share of this market can only be had through sufficiently attractive rates.

Q. Have you any views on break

A. As in other lines of business, it would be natural for big consignments to enjoy lower rates. I would welcome a solution whereby we could simplify the rate pattern to the benefit of both the shippers and the forwarders and ourselves. Admittedly, the present rating system is extremely complicated and difficult to work with. However, the problem is so complex that a clean cut breakpoint system, which would otherwise be wonderful, would not be the only answer.

The main obstacle arises from the fact that the general cargo rates are unrealistic for almost all regular movements of traffic. As already indicated, all-cargo routes have generally been uneconomical, which explains the interest of the airlines in keeping the average yield as high as possible. On the other hand, we need reductions of up to 80% to get regular traffic. This means that if we want to introduce a rate pattern based on break points the lowest rate with the highest weight break would have to be at this low level.

In other words, there would be a rate spread of some 80%, which would certainly stimulate the public to collect big shipments, so that they would be entitled to this low rate. This again would completely spoil the economy of the airlines. It would furthermore invite a deviation of traffic, which for countries with relatively small markets,

such as the three Scandinavian countries, would involve the risk that the traffic be diverted via points where the traffic is big enough to reach the lowest rate without having to delay the shipments.

Another disadvantage would be the lack of flexibility inasmuch as the rates would have to be fixed in relation to the distance. As a principle this is natural. If we, however, consider the necessity to attract our new traffic from the surface carriers, we must have a possibility to set our rates in relation to the cost of surface transportation. Here in Scandinavia, with our numerous seaports, we are very much in competition with steamship companies. Our situation is very different from countries on the continent like, say, Austria, where a shipment sent by surface transportation has to make a long overland journey before being transferred to a ship for the journey across the Atlantic. Obviously, the forwarding in such a case warrants higher costs than the cost to and from Scandinavia. Most of our industries are located at our very near seaports.

Therefore, I feel that a certain flexibility must be maintained not only in our own interest but in the interest of the airline industry as a whole.

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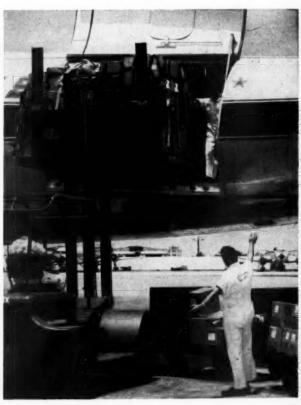
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NOVEMBER, 1960

#### Fresh From Air Freight

Marathon Battery Company of Wausau maintains quality control from the factory to the customer by using air freight

A HEARING AID BATTERY, just as an egg, is not much good unless it is fresh. To insure the freshness of its hearing aid batteries, the Marathon Battery Company uses air freight.

Marathon, located in Wausau, Wisconsin, decided to try air freight in 1957 because of the economies prom-

Before the air distribution system was tried, Marathon had maintained warehouse facilities in New Jersey, near New York City, and on the West Coast, in Los Angeles.

A sharp increase in the New Jersey warehousing charges precipitated the change. Working with American Airlines' distribution consultant service, a product by product examination of Marathon's distribution program was made. All costs were examined. E. D. McEachron, secretary-treasurer and general sales manager of Marathon, termed American's evaluation the "finest sales presentation I have ever seen."

It was decided that hearing aid batteries, because of their high unit value

should move by air.

Hearing aid batteries are small. One, for instance, is 29/64th inches in diameter by 1 and 11/64th inches long. Its weight is less than a quarter of an ounce. A box of 48 weighs less than a pound, including the weight of the box.

Hearing aid batteries range in value from \$1.50 to \$3.00 per pound. They are semi-perishable. That is, shelf time can sap a battery's strength.

#### Manufacturing For Others

Marathon manufactures batteries under its own name or under the labels of other battery firms. For the most part, the hearing aid batteries are shipped directly to the customer, rather than through product distributors.

McEachron said that for air distribution in the New York City area, the hearing aid batteries are prepackaged for delivery by U.S. Mail, then flown to New York addressed to the Post Office which breaks bulk and makes the zone 1 and zone 2 deliveries.

Savings and favorable customer reaction were immediate as soon as the



Tiny when compared to a flashlight battery, a hearing aid battery nevertheless does a big job. Being so tiny leaves little margin for error. Quality is rigidly controlled all of the way to the user.

air distribution program was adopted. At the outside, three days was the maximum time required to get the batteries from Marathon in Wausau to the customer in the New York area.

Marathon ships 50 to 100 pounds of hearing aid batteries two to three times a week. The batteries are trucked to the airport at Chicago (about 275 miles) after the close of business. The following morning, the batteries are in New York. In some cases, the batteries make the next morning deliveries of the postman.

Before the air distribution program was adopted, McEachron estimated Marathon was paying some 22% of the selling price for distribution in the New York area. Promised, was a saving of 50%, Actually, after the first week, Marathon found distribution costs had been reduced to about 9% of the selling price.

Marathon is not a big company. In 1959, total sales ran \$4,277,000. Of the total, \$4,075,000 was from the sale of batteries, to about 500 accounts. Hearing aid batteries provide approximately 5% of the company's gross, dollarwise, or a little over \$200,000. The profit margin on batteries is very low, McEachron said. Thus, savings in distribution costs are exceedingly important.

Equally important is the good customer relations that air distribution has brought. When the company was founded in 1923 by E. J. McEachron (E. D.'s father), there were approximately 30 manufacturers in the field. Today, there are seven who make carbon-zinc type dry batteries. Mara-

thon is the largest of the completely independent dry battery manufacturers. Those larger are divisions of big corporations.

Marathon does not have a large advertising budget. Instead, E. D. McEachron said, the company imposes rigid quality controls to keep old customers satisfied.

"And," he continued, "they tell

"This makes air distribution particularly attractive to us. We produce a good battery. By air, we control it all the way to the customer's hands. That is, we don't run the risk of letting some warehouseman, who may not understand batteries, send out a battery which has been too long on the shelf."

Even in Wausau, at the point of manufacture, Marathon does less storing. Customers are provided with air mail order forms so that the entire transaction can be completed quickly. In this way, Marathon stays close to consumer needs and paces production accordingly.

#### All Dry Cells Produced

In addition to the hearing aid batteries, Marathon makes a complete line of other dry cell batteries, plus various special purpose batteries as requested by customers.

For the most part, the distribution of such items as flashlight batteries is made via surface transport. It is a matter of economics, says McEachron. Flashlight batteries are worth from 35¢ to 40¢ per pound. However, he explained, our customers have been told that we can, and will, use air freight to fill an urgently needed order.

McEachron expects Marathon's use of air freight to grow. Distribution of hearing aid batteries on the West Coast is still handled out of Los Angeles. But rising costs, not matched by air freight rates, has Marathon re-examining the Los Angeles warehouse operation.

Furthermore, the trend to miniaturization in the electronics industry means power sources are getting smaller. As the power source, batteries, get smaller, the value per pound increases—which means the use of air freight will increase.

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"The Role of a Truck in the Performance of Air Cargo" was a paper presented by Emery F. Johnson, president, Air Cargo, Inc., before the Midwestern Meeting on Air Logistics, Institute

of the Aeronautical Sciences, at Tulsa, Oklahoma. The following are excerpts from this paper.

TOO MANY OF US who talk about air cargo are frequently inclined to view the entire business as beginning and ending with a shiny aluminum multi-million dollar monster, which incorporates every latest technical advance, and hurtles through the air at a speed approaching that of sound. We think of ourselves as men of wide horizons (and hopefully are) but often seem to lack the breadth of vision necessary to grasp the vital link which a \$5,000 truck plays in the total scheme of usefully serving commercial shippers and receivers . . . The aluminum monster will never have the first pound to carry-without the \$5,000 truck and many, many of its counterparts. It is an important cog.

Furthermore, it is a cog which must be provided, or at least arranged for, by the airline. Shippers want merchandise accepted from them at their place of business, and receivers want it delivered direct to their premises. They want door-to-door service for their merchandise traffic (even though they may own and operate other trucks), and they are the ones who pay the bill. All other forms of property transportation offer such service; the airlines compete with them; and, consequently, must do likewise.

#### **PU&D** Recognized

. . . In providing pick-up and delivery, the airlines recognize that despite the importance of ground transportation in the total scheme of air freight, they are not in the motor trucking business. They are air carriers—and as a policy matter, they, therefore, join hands with those who are in business on the ground in order to present their complete package to the shipping public. They do this by contract.

Furthermore, in obtaining their local cartage services by contract, the air carriers gain several important advantages. Three of the most obvious are: (1) The necessity for outlay of any airline capital in motor vehicles is eliminated; (2) additional union labor contracts are avoided; and (3) the service of competent owner-management becomes available for local pickup and delivery activity . . .

This has worked rather effectively. Pick-up and delivery for air freight is available at almost every major city in the country today. Over two million shipments were handled in the service during 1959, and the volume continues to grow at a rate approximating 20% per year.

Pick-up and delivery has been an "exempt" type of operation since initial passage of the Interstate Commerce Act.

#### CAB, ICC Agree

An early understanding between the Board and the Commission was reached that, subject to exceptions in the cases of remote airports such as Willow Run (Detroit) and large metropolitan areas, the area contained within a radius of twenty-five miles around the city limits of the certificated point and around the airport designated by the Board to serve that point could reasonably be regarded as the terminal area of that city.

Proceeding in this fashion has created a wealth of pick-up and delivery, serving more than 4,000 communities continguous or adjacent to the 650 airport cities where direct air freight service is available, but—even the combined total of these two figures means direct service to less than 5,000 communities. This is not enough.

The Bureau of the Census says there are 130 cities having a population in excess of 100,000 each. There are, in addition, approximately 1,200 cities which are incorporated and have populations in excess of 10,000—and beyond this are more than 15,000 additional ones in smaller categories. This adds up to almost 17,000 cities, excluding many smaller points (and industrial areas) not even recognized in the city category.

To serve this expansive territory, which lies beyond the reasonable limits of pick-up and delivery, we turn again to the \$5,000 truck. We need the coverage and flexibility it alone provides. Railway Express has service to and from 22,000 offices in the U.S., and this impressive total is eclipsed in but two instances. One of these is the Post Office Department, which lists 46,000 individual post offices—but



served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair... everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.

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which are no good for air freight. The other is by motor freight, which, in testimony before the 85th Congress. indicated truck rates published to and from 54,500 individually named locations-a masterpiece of coverage, indeed! Affinity with the motor truck in this instance not only permits a natural consumer expansion for air freight but also effects a direct tie-in with the very vehicle which must bring every pound to the shiny aluminum monster.

The air freight customer wants a smooth and effective interchange of his traffic, and, consequently, air and motor carriers must get together and agree upon interline matters such as the extension of credit, the collection of charges, the shipping documents to be used, and even the handling of claims.

The airlines actually assumed the lead in this regard as early as 1948-49, at which time they, unfortunately, discovered such efforts were premature, based upon the small volume of air freight then existent. Now the picture has changed. A recent survey made on the Los Angeles International Airport disclosed no less than 95 connecting motor carrier trucks on the air-

port within a single 24-hour period.

Acting in response to the needs of the

tangible amount of air/motor business

which is now a demonstrated fact, the

airlines have recently revitalized their

lines, 6201 34th Ave. South, Minne-

apolis 50, Minnesota.

connecting carrier efforts.

A typical one of these effects 26 connecting motor carriers who collectively serve 472 points radiating outward from 19 of the airline's own cities. Such arrangements provide a single through shipping document; joint through rates; uniform carrier liability; and many other important advantages. Yet there is one thing statistically wrong with such individual approach, and it may well collapse through sheer weight of numbers unless corrected quickly.

On one hand, there are 28 U.S. domestic airlines offering air freight service today. On the other, there are no less than 955 present motor carriers of Class I rank. For each airline to consummate its own interline arrangements with each of the truckers would require an exaggerated amount of 27,000 individual connecting carrier arrangements and agreements. This is, obviously, too much of a paperwork burden to assume, and, accordingly, it now appears the airlines may reach an early decision to again proceed jointly. In other words, to operate through Air Cargo, Inc., to effect interline agreements for connecting air/motor service in much the same fashion the corporation has contracted for consolidated pick-up and delivery requirements in the past.

There is still another remaining

role to be considered before the truck is completely oriented in the full air cargo picture. This is in performing "substitute" service; i.e., the outright substitution of motor transportation in lieu of air transportation for some portion of a through movement.

Much of air cargo's future growth will be closely identified with this particular trend, which appears to be forced by the increasing size of aircraft on the one hand and the broadscale decentralization of both industry and population upon the other.

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There is no longer a Greater New York, or a Greater Boston, Philadel-phia, Baltimore or Washington. What we now have is virtually one 600-mile city from Maine to Virginia. Actually, there are only two stretches in this 600-mile city-one of 2 miles, the other 17 miles, which are not part of metropolitan areas. And while this 600mile "city" comprises less than 4% of the nation's land area, it represents 21% of its population and 24% of its retail sales.

#### Substitution Makes Sense

This substitution of a truck for air service makes sense from the point of both service and rates, and will do so until its need may be vitiated by the development of so much volume that direct service cannot be denied -or of a cargo aircraft with a completely new set of economic characteristics. Let me give you an example: In Macon, Georgia, a single large shipper (a branch of the Department of Defense) often develops as much as 43,000 pounds of outbound Air Freight each night, moving to all corners of the globe, and is not compensated for by any equivalent inbound movement. Macon is presently served by two air carriers, with a total of seventeen twinengined passenger flights per day, of which all the evening schedules combined cannot provide the cargo capacity required.

It would be some form of sheer economic folly to ferry empty cargo aircraft into Macon each evening to directly handle this particular freight when you consider that the bulk of it would thereafter move only 81 air miles to Atlanta, at which point it is trans-shipped to at least three other air carriers for movement beyond. Furthermore, we can actually improve service and at the same time eliminate at least three loading and transfer operations by placing this air cargo on a truck at Macon; substituting motor transportation for air transportation from there to Atlanta; and thence delivering directly to the onward air carriers at that latter point. Substitute service often makes this same kind of good sense.



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## San Juan Rate Proposals Draw Board Rejection

The latest in a series of moves to reduce specific commodity rates in the New York-San Juan market has been turned back by Civil Aeronautics Board.

Filed by Riddle Airlines and Pan American World Airways, the proposals were described by the Board as "one more step in a series of tariff filings which have resulted in very substantial reductions in cargo rates in this market." The Board reminded the carriers that similar proposals for rate reductions were already under suspension and investigation.

The Board was referring to Order E-15521, dated July 8, 1960, which set up an investigation of reduced commodity proposals in the market. In this order, the Board called attention to outward signs of a cargo

"rate war," and stated: "In 1959, the general commodity rate for shipments in minimum weights of 100 pounds in the New York-San Juan market was \$20 per hundred pounds and the rate for shipments in minimum weights of 3300 pounds in the same market was \$17 per hundred. In less than nine months, the air carriers offering cargo service between the mainland and Puerto Rico have filed a series of revisions to their rates and charges culminating in the latest proposals."

#### MATS' Airlift Contracts To Run For Calendar Year

New Military Air Transport Service contracts with commercial carriers for airlift will run from January 1 through December 31. The dates are a switch from previous contracts which were awarded for the fiscal year, October 1 through September 30.

The Department of Defense adopted the calendar scheme as a result of the Civil Aeronautics Board's recent directive which revised MATS' competitive bidding practices. Under the revised set up, CAB set a 2.9¢ floor on seat mile rates for plane load traffic.

Although no firms dates were available at AIR CARGO press time, MATS said it anticipated that bids would be processed and awards made by the middle of November.

Meanwhile, several carriers have received Board exemptions to cover MATS' requirements during the interim September-December period. The exemptions were issued to give the Air Force time to come up with the procedural steps necessary to implement the January awards.

The Board has not had the same problems with the domestic movement of military traffic. Rates covering this traffic were not considered depressed.

Accordingly, domestic contracts covering the movement of military traffic went into effect, along with blanket exemption authority, on July 1. The one year extension will apply to

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regular and supplemental carriers for operation of Commercial Air Movements for the Army's Military Traffic Management Agency. MTMA monitors all domestic military movements. The order also authorizes the supplementals to continue joint activities at military installations.

In the case of Air Force Logair, Navy Quicktrans contracts and similar pacts with The National Aeronautical and Space agency and Air Force Ballistic Missile Division, the Board ruled that they constitute sufficiently special situations to merit exemption authority, until June 30, 1961.

#### Alaska And Hawaiian Get Big Civil Charters

Exemptions which will permit Hawaiian Airlines and Alaska Airlines to engage in large commercial charter operations have been approved by Civil Aeronautics Board.

Hawaiian was authorized to haul cargo and passengers under a contract with the Western Electric Company. The contract will expire September 30, 1961.

The carrier will fly weekly schedules between Stockton, Los Angeles, or San Francisco, California, on the one hand, and Kwajalein Island on the other, via Honolulu and Johnston Island.

Hawaiian's operations will be conducted in support of Western Electric's prime contract with the Military Establishment.

Alaska will fly cargo and passengers under a contract with the Radio Corporation of America. The contract calls for one round-trip a week between Philadelphia and Clear, Alaska, via Syracuse, New York through August 1961.

Alaska will perform its charter in support of RCA's military contract for development and support of Ballistic Missile Early Warning System installations.

In granting the necessary exemptions, the Board noted that both contracts are in direct support of national defense projects. "As such," CAB said, "they are impressed with a public interest which sets them apart from ordinary commercial arrangements."

#### WTC Tariff Revision Rejected By Board

A tariff proposal by Western Transportation Co., d/b/a WTC Air Freight which would amend rules for assembly service has been blocked by Civil Aeronautics Board.

Specifically, WTC, a domestic air freight forwarder based in Los Angeles, proposed to extend the period of time during which parts of a shipment may be turned over to carrier for assembly, from 24 to 48 hours.

In rejecting the WTC move, the Board noted that the forwarder's proposal had run a foul of the Agency's prior decision in the "Investigation of Accumulation, Assembly and Distribution Rules Case." The Board, in this decision, found that 24 hours was the maximum assembly period permitted.

Ordering suspension and investigation of the WTC revision, the Board explained that it did so "in order to prevent such carrier from gaining a competitive advantage over other air freight forwarders who would not be able to maintain a similar rule."

#### Board Proposes Limitations On Air Taxi Operators

A notice of proposed rule making reclassifying and limiting the scope of services which air taxi operators may provide has been proposed by Civil Aeronautics Board.

As defined by the Board, air taxi operators are those air carriers using aircraft with a maximum take-off weight not exceeding 12,500 pounds.



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Braniff El Dorado Super Jets fly freight with passenger speed to major markets in both the U.S.A. and South America. Each flight has a cargo capacity of 24,000 pounds.

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All Braniff flights carry air freight, air express and air mail. For swift, on-time delivery, get in touch with your nearest Braniff office or freight forwarder.

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In 1952, the Board described the role of the air taxi operator as an air carrier whose purpose was "to provide connecting air services to off-route points or 'jitney' services of a kind not offered by other air carriers."

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In calling for new limits on air taxi service, the Board heeded reports that some air taxi operators were moving property and persons for compensation with large aircraft. "Participation," CAB said, "in such services which are not subject to Board jurisdiction in air transportation services, creates serious enforcement and regulatory problems for the Board, and in addition aggravates the competitive effect of such operations on services authorized and regulated by the Board."

To remedy the situation, the Board, would limit exemption authority to those air taxi operators who do not fly for compensation or hire except as strictly defined under the Board's economic regulation governing air taxi operations, Part 298.

The Board would also clamp down on any air taxi operator which provides service between points where CAB has certificated air carriers to provide "community center and interairport service."

#### Ecuadorian Airline Awarded Foreign Permit

Linea Internacional Aerea, S.A. (LIA), an Ecuadorian airline, has been issued a foreign air carrier permit by CAB which authorizes service between: 1. a point or points in Ecuador, and Miami, via the intermediate points Panama, San Andres Island, Colombia, and Havana, Cuba, and 2. a point or points in Ecuador and the terminal Miami via the intermediate points Bogota, Colombia, and Kingston, Jamaica.

The permit, which was signed by President Eisenhower, will run for three years.

#### CAB BRIEFS

Ozark and Northwest airlines have been authorized to serve Rochester, Minn. through the regular use of Rochester Municipal Airport.

West Coast Airlines has been authorized to suspend service temporarily at Newport-Toledo, Oregon.

Aerovias Sud Americana has been allowed to suspend service temporarily for one year at Bogota, Colombia.

NOVEMBER, 1960

## "Chicago Tribune readers in Miami read it while it's hot

thanks to Delta Air Freight"



Daily editions of the Chicago Tribune are rushed to readers in Miami in a matter of hours by Delta Air Freight, so the news is fresh and lively.

"There's nothing as perishable as news," says A. R. Platt, Transportation Manager. "Delta has proved to be our most effective means of getting the news, while it's hot, into the hands and minds of our readers in the Miami area. We particularly appreciate the alert, informed, and cooperative attitude of the Delta Air Freight personnel."

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Delta operates all-cargo flights and in addition carries freight on every passenger flight, including Jets, throughout the richest half of the U.S.A. Delta cuts a dozen hidden costs of surface shipping for most every product under the sun... gives you next-day delivery to boot! Call Delta or write:



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#### Carrier Round-Up

OLYMPIC AIRWAYS is offering weekly all-cargo service between London and Athens. Initial schedules are being flown with York freighters which have a capacity of 15,000 pounds.

Eastbound, the cargo flight leaves London at 4:30 a.m. each Sunday and arrives Athens at 3:55 p.m. Westbound, the air freighter leaves Athens on Monday at 5:00 a.m. and arrives in London

at 1:15 p.m.

THE AIR TRANSPORT ASSOCIATION advises that freight traffic for the U.S. certificated airlines was up 9.2% during the first seven months of the year. Specifically, air freight ton miles for domestic and international operations totalled 353,434,000 through July, as compared with 323,788,000 tonmiles for the same period in 1959.

BRITISH OVERSEAS AIRWAYS CORP. and two other airlines received Kudos from Dr. Gardiner Bump, research biologist of the U.S. Department of Interior in Delhi, India for their handling of game bird shipments.

Wrote Bump: "In the past year, 4958 game birds representing ten different species collected from Afghanistan, Nepal, South Korea and India were shipped from New Delhi by airlines with the loss of only twelve birds en route. This is a loss of approximately one bird carried per 2,181,000 air miles flown or one quarter of one per cent of the total number shipped."

AIR FRANCE has tied in schedules with TAROM, the Rumanian airline, for connecting flights to Bucharest via Paris from New York. The Air France Boeing 707 flights, which leave New York on Tuesdays and Thursdays, link with Tarom Ilyushin 14 jets for the Paris-Bucharest leg.

In another European development, Air France has opened a new office in Frankfurt, Germany located in the business district on the Kaiserstrasse. The facility will serve as Air France headquarters in Central Europe.

TRANS WORLD AIRLINES posted a company record for domestic air cargo in August by flying 3,750,000 ton miles for a 54% gain over August, 1959.

International cargo loadings totalled 1,471,000 ton miles, up 107% over August, 1959.

Commenting on the results, S. C. Dunlap, TWA's vice president cargo sales said: "This record by TWA is a direct result of the airline's corporate

decision to become a potent factor in the carriage of air freight on world-wide routes."

IBERIA AIR LINES has moved into a new eight story headquarters building at 518 Fifth Avenue, New York City. The Spanish carriers new installation will house executive and sales offices.

SCANDINAVIAN AIRLINES SYSTEM and BRITISH EUROPEAN AIRWAYS have concluded a new commercial air agreement covering service between the United Kingdom and Scandinavia. The agreement, which will run until 1965, is aimed at developing jet services between the two areas.

NATIONAL AIR LINES has begun non-stop DC-6B service between Philadelphia and Jacksonville, Fla.

CONTINENTAL AIR LINES, in August, flew 784,000 cargo ton miles for a 76% over the 445,000 recorded in the same month last year.

PAN AMERICAN AIRWAYS recently flew a 10-ton oil pump from Houston to Guatemala for the Ohio Oil Company. Broken down into two main sections, the equipment weighing 19,247 pounds was carried on one of Pan Am's DC-7F freighters.

On the European scene, PAA has opened what it terms "the first American airline office in Eastern Europe in Warsaw, Poland. The office temporarily is located in the Bristol Orbis Hotel in central Warsaw.

AMERICAN AIRLINES attributes August gains in air cargo to a heavier use by shippers of jet freight. AA's air freight shipments accounted for 9,803,000 ton miles, up 7% over August 1959. Express was up 8% to 1,050,000 ton miles, and first class mail increased 11% to 240,000 ton miles.

INI AIRLINES of Argentina claims to have completed the largest air shipment of vital engine parts to Argentina. The 3300 pound shipment of overhaul and replacement parts was shipped by Caterpillar Tractor Co. at Hialeah, Fla. to the Argentine government oil fields. On the same flight were three aircraft engines, a disassembled four-door automobile and other general cargo.

THE FLYING TIGER LINE reports that operations for the fiscal year end-

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ing June 30, 1960 resulted in a loss of \$998,668, compared to net income and special items of \$1,391,366 in the previous year. FTL president Robert W. Prescott blamed the loss on "a paralyzing rate situation in the military contract field."

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The carrier's revenues amounted to \$25,987,014, compared to \$34,579,936 in the preceding year. Air freight revenues increased to \$14,656,314 from \$13,315,698, but military charter and commercial service sales revenues declined to \$11,330,700 from \$21,264,238.

PANAGRA has received the fourth and final DC-8 jet ordered from the Douglas Aircraft Company.

SABENA, on December 17, will begin two weekly night cargo services with DC-7C equipment between Brussels and New York via Manchester. The service, which was initially inaugurated last year, is intended to deal with the anticipated increase over the North Atlantic

AIRBORNE FREIGHT CORP., in August, recorded a 69% increase in volume of air cargo for a total of more than 5 million ton miles. The same figure in August 1959 was just over 3½ million ton miles.

ALLEGHENY AIRLINES chalked up 894,000 pounds of cargo in August for a 24% increase over the same period last year.

SWISSAIR says that negotiations are now under way for serving new destinations in the Near and Middle East with cargo planes in addition to new points within the continent. Six month figures produced at the carrier's annual cargo sales meeting in New York revealed an upsurge in cargo tonnage close to 20% over the same 1959 period.

EAST-WEST AIRLINES, Australian local service airline, reports that it carried 647,725 pounds of freight in 1959.

NORTH CENTRAL AIRLINES, in August, carried 1,152,603 pounds of air freight and express. Based on ton miles, the airline set a company record with 100,630 ton miles carried.

ALL-AMÉRICAN AIRWAYS, a supplemental carrier incorporated in Florida, has changed its name to SATURN AIRWAYS.

EL AL ISRAEL will begin Boeing 707 jet service next spring between New York and Tel Aviv via Paris and Rome.

NOVEMBER, 1960

UNITED AIR LINES had a good month in September. Freight ton miles totaled 7,182,000, up 9% over September, 1959. Air mail rose 40% to 3,342,000 ton miles.

KODIAK AIRWAYS has been issued a three year certificate to provide air transportation over three route segments in the Kodiak Island area of Alaska.

BRITISH OVERSEAS AIRWAYS CORP. has asked the British Air Transport Advisory Council for clearance to add optional traffic stops at Philadelphia and Washington on routes to the U.S. The wording in the application mentioned the inclusion of Philadelphia and Washington stops on the route: "London-Manchester-Prestwick or Shannon-Keflavik and/or Gander-Boston and/or New York and/or Detroit and/or Chicago and/or Los Angeles and/or San Francisco."

THE FLYING TIGER LINE, next year, plans to move Seattle operations from Boeing Field to the Seattle-Tacoma International Airport. The move hinges on the negotiation of a lease with the Port of Seattle which operates Seattle-Tacoma.



#### Faster...Better Controlled...Lower Costs

Airborne works out an individual shipping service geared to your exact movement, streamlined for maximum efficiency. A representative will be happy to show you how a network of 480 offices connecting all U.S. and principal overseas points will give you better control, faster service, and lower shipping costs.

Industry pioneer, established in 1946, Airborne is the world's largest volume air freight forwarder. The same service that made this tremendous growth possible can go to work for you to increase efficiency, ease your shipping problems, reduce costs.

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ARNOLD H. BROWN



GEORGE MORTON



MELVIN L. SIBULKIN

#### PEOPLE

Arnold H. Brown is holding down Eastern Air Lines' new post of assistant manager cargo sales. He will be headquartered at the airline's home office in New York.

Brown's previous post, before joining EAL, was air express sales manager for the Railway Express Agency's southern division. He has also been associated with Riddle Airlines as customer services manager in Atlanta.

George Morton has been appointed interline cargo sales representative for North American by Lufthansa. He will coordinate the interline cargo activities which involve the German carrier with other domestic and international airlines.

Commenting on the appointment, Lufthansa noted that with the introduction of Boeing 707 jets on its transatlantic routes and the conversion of L-1049H freighters, Morton's new job is consistent with the airline's expansion in the international cargo market.

Another Lufthansa appointment brings Leopoldo Ortiz into the airline's Mexico City office as cargo sales representative. Ortiz, who was liaison officer for the U.S. Embassy in Mexico City, will be based at Avenida Juarez 117.

Melvin L. Sibulkin, formerly Swissair's cargo promotion manager, has been moved to district sales manager of the airline's Philadelphia office.

Swissair had high words of praise for Sibulkin's performance while cargo manager. "His belief in this field," the carrier said, "and his imaginative approach, placed Swissair in the foreground of cargo carriers.

"His most spectacular performance," Swissair continued, "was in conjunction with Chrysler Corporation. This brought about the transfer of more than one hundred families' household goods to Swissair's European network."

Nicholas J. Stavrou has been boosted from sales representative to cargo sales supervisor for Olympic Airways. The change was made in order to reflect Olympic's growing participation in the air cargo field.

John C. Danhorst, assistant manager of tariffs for Delta Air Lines, has been elected chairman of the air freight tariffs committee of the Air Traffic Conference, a division of the Air Transport Association of America. R. D. Watson, director of tariffs, Northwest Airlines, was elected vice chairman of the committee.

Mrs. Grace Biermann has been appointed chief of public information for the Civil Aeronautics Board. A veteran of 16 years in the Board's information office, Mrs. Biermann joined the Board in 1939, shortly after its inception.

Walt Peto has been advanced to the slot of chief agent-cargo coordinator and Pete Winkler has been named district cargo sales manager for Northeast Airlines in New York City.

John F. Barrett has joined INI Airlines as U.S. manager. Barrett, who will have his headquarters in Miami, will supervise the Argentine' airline's development program for North America.

Before joining INI, Barrett had his own aviation consulting firm, and has been affiliated with Pan American, Flying Tigers and U.S. Airlines. He also held the post of director of traffic and sales for Riddle Airlines.

Floyd W. Yeager has been named director-military transportation and Joseph E. Durnin has been named manager-military transportation for Trans World Airlines. Both have been associated with the airline's military airlift and military sales program for the past several years.

TWA explained that the Military transportation department was set up to coordinate all activities on the carrier's 50,000 mile route system relating to military passenger transportation and contract cargo carriage.

Ib Kildegarrd is filling the post of senior sales representative in SAS's Montreal district office. He joined the SAS' sales staff in Canada as cargo sales representative in 1959.

Miss Claire Schauer has resigned as mail and express expediter after 27 years experience with American Airlines. As an aide to AA's Ben E. Sherwood, director mail and express, she worked closely with Post Office and Railway Express officials.

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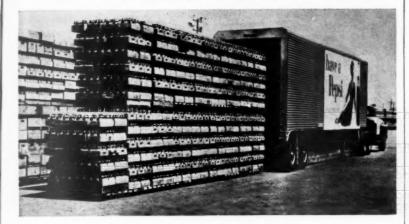
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#### **New Products and Processes**



## New Straddle Trailer Loads, Hauls 40,000 Pounds

A straddle trailer that has its own hydraulic system, picks up the load, holds it secure while traveling, and then unloads at the job site, has been developed by Challenge-Cook Bros. Inc. of Los Angeles. The complete load haul, unload cycle can be handled by one man. Each of the models now in full production can efficiently haul up to 40,000 pounds payload.

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The biggest advance of the straddle trailer is its ability to save loading and unloading time, i.e. a 30,000 pound load of steel beams can be loaded or unloaded in just three minutes—a job which normally takes a

crew of five men working with a crane, two hours.

The loads are stacked on pallets or common wood blocks, the driver backs the trailer over the load (walking beam construction eliminates the through axle on the rear tandem) and operates the trailer's hydraulic lifting mechanism by control levers located at the inside of the truck cab or at the front of the trailer. The trailer picks up the load, pallets and all, and automatically centers it as it is raised to transport position.

For further information, write Challenge-Cook Bros., Inc., 3334 San Fernando Road, Los Angeles 65, Calif.

#### Lazy Susan Desk Aids UAL Freight Service

A circular desk designed for a lazy susan is now in use at United Air Lines, Midway Airport. Known as a "Mainliner Freight Desk," it has a circumference of 40 feet. Work positions for 10 air freight agent radiate from its lazy susan center like spokes from the hub of the wheel.

The lazy susan is 13 feet in diameter, holds rate cards, tariffs and other basic information required for reference in answering customer's questions. Agents merely push a button to rotate the lazy susan. Each work location has a multi-purpose telephone system which includes private line connections and microphones are provided for direct communications with the freight-handling area at Midway.

Telautograph also is used to flash

messages between Chicago's Midway and O'Hare Airports and cargo agents.

The lazy susan desk arrangement was designed and manufactured by Acme Visible Records Company of Crozet, Va.

#### New Channel Arrangement Increases Storage

A speedeck channel, recently introduced by Storage Products Corp., will snap into space bars resting on pallet storage racks to form decking for storage of materials that are not palletized.

The channels are available in lengths up to four feet and provide a load

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair... everywhere! Swissair, 10 West 49th Street, New York, N. Y. Offices in principal cities.

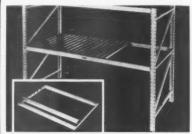
NOVEMBER, 1960



For everything else: Kid-glove care. Ten-miles-a-minute speed. Shipments straight to London, Frankfurt—and on around the whole wide world. All this, plus the only global service across the U.S.A.! To snare space, call your agent, forwarder or Qantas.

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range of 40 pounds to 1000 pounds per square foot. The channels can be interspaced wherever necessary on the rack between pallet loads, Each channel is two inches wide. Spacer bars hold the channels two inches apart.



For complete information on the Speedeck channels, write Storage Products Corporation, 4418 Oakton Street, Skokie, Illinois.

#### Gallery Of Gifts Offers Gift Giving Help

A method of gift giving, called the Gift-Bookard, has been developed by Gallery of Gifts, Inc. as an easy way to say "thank you" to customers, employees and associates. Monarch size, the Gift-Bookard is a combination of personalized greeting card on the cover, a registered gift certificate in the form of a postage paid reply card on the back, and a booklet offering recipients a choice of 24 gifts.

A special feature of the Gift-Bookard is the worthwhile nature of the gifts, each of which is valued to \$10.00. Performance is warranted and bonded by insurance.

Gallery of Gifts does most of the work. The gift-giving-person orders the exact quantity of Gift-Bookards—with his personal or company name imprinted on the greeting card cover. Each recipient selects one gift and mails the gift certificate directly to

mails the gift certificate directly to Gallery of Gifts. All of the printing, handling and postage costs are included in the \$6.50 price the donor pays for each Gift-Bookard.

For additional information, samples, and pictures of the Gift-Bookard, contact Bernard Gurtman at Business Publicity Services, 1270 Broadway, New York 1, N.Y.

#### Label Stenciling Speeds Shipment Marking

A new touch stenciling marking kit is being offered by Weber Marking Systems. The kit includes a WEB-O-PRINT handprinter with metal stand, twenty-five stencils, a four ounce bottle of fadeproof-waterproof ink (enough for 30,000 impressions), a stylus and

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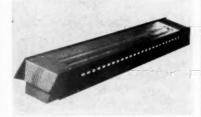
The printing capacity is a 2-inch by 3¼-inch label. Other kits are available from % inch by 2¾ inches to 3 inches by 7 inches. The costs range from \$7.00 to \$23.00.

#### Infrared Heaters Ease Cold Weather Loading

A new line of electric infrared heaters for airport loading, boarding, and servicing areas has been introduced by Fostoria Corp. The new heaters are suitable for either indoor or outdoor use even during the coldest weather. Used outdoors, properly engineered comfort heating systems will also serve to keep ramps and service areas free of snow and ice.

The new infrared heaters transfer radiant energy directly from source to object without costly heating of the intervening air. They are practical for supplemental heating since they can be easily and economically installed without disturbing walls, floors, or expensive modification of existing heating plant. Designed for overhead mounting, they can be installed as lighting fixtures.

The new Fostoria comfort heaters



are available in various models for use with linear quartz tubes or with standard high temperature T-3 linear quartz lamps which provide extremely high operating efficiencies, converting as much as 86% of electrical energy into radiant output.

For more information, write Fostoria Corp., 1200 N. Main Street, Dept. 86D, Fostoria, Ohio.

#### Hydraulic Work Stand Raises To 100 Inches

A hydraulic-operated work stand that features an extendable work platform that raises to a height of 100 inches above the floor, has been manufactured by Bil-Jax, Inc. The working platform area, with folding side catwalk in raised position, is 56 inches by 126 inches. In lowered position, the platform is 30 inches above the floor.

The guard rails are of tubular steel. The hydraulic stand is available in variations of size and other details to permit use for many different jobs.

For additional information, write Bil-Jax, Inc., Archbold, Ohio.

#### Carry Your Own Block In Wheel Block Carrier

A new wheel block carrier that enables a driver to carry his own safety wheel block with the truck, has been developed by Calumet Steel Castings Corporation. The new Casteel wheel block carrier is painted traffic yellow, and can be mounted vertically on the side or horizontally on the underside of the truck. The new type carrier eliminates searching in loads, trucks or around docks for wheel blocks.

For additional information, write Calumet Steel Castings Corporation, 228 No. LaSalle, Chicago, Ill.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

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#### ON THE DOCKET

#### NOVEMBER

Joint Committee For Air Express, Semi-Annual Meeting, Hotel Biltmore, New York, N.Y., Nov. 2-3.

14th Annual Air Transportation Institute, American University, Washington, D.C., Nov. 7-18.

47th National Foreign Trade Convention, Waldorf-Astoria, New York, N.Y., Nov. 14-16.

Air Transport Association, Air Traffic Conference, Woodner Hotel, Washington, D.C., Nov. 29-Dec. 1.

Military Freight Traffic Management Seminar, Adolphus Hotel, Dallas, Tex., Nov. 29.

#### DECEMBER

Air Transport Association, Board of Directors Meeting, ATA Conference Room, Washington, D.C., Dec. 7.

Air Transport Association, Membership Meeting, Federal Room, Statler Hotel, Washington, D.C., Dec. 8.

#### MAY

Mechanical Handling Exhibition, Earls Court, London, Eng., May 8-18. STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, JULY 2, 1944, AND JUNE 11 1940 (74 STAT 208) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF

AIR CARGO, published monthly at Harrisburg, Pennsylvania, for November, 1960.

I. The names and addresses of the publisher, editor, and business managers are: Publisher, Wayne W. Parrish, Washington, D.C.; Editor, Walace I. Longstreth, Washington, D.C.; Business Manager, Leonard A. Eiserer, Washington, D.C.

2. The owner is: American Aviation Publications, Inc., 1001 Vermont Ave., N.W., Washington 5, D.C. Stockholders owning or holding I percent or more of total amount of stock. Wayne W. Parrish Washington, D.C.; Leonard A. Eiserer, Washington, D.C.; Eric Bramley, Washington, D.C.; Pobert R. Parrish, Chicago, Illinois; E. J. Stackpole, Harrisburg, Pa.; Fred S. Hunter, Washington, D.C.; A. H. Stackpole, Harrisburg, Pa.

3. The known bondholders, mortgagees, and other security holders owning or holding I percent or more of total amount of bonds, mortgages, or other securities are: None.

other securities are: None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was:

LEONARD A. EISERER (Signature of Business Manager) Sworn to and subscribed before me this 22nd day of September, 1960.

> RETTA B. LUDDEKE, Notary Public. (My commission expires Nov. 14, 1962)

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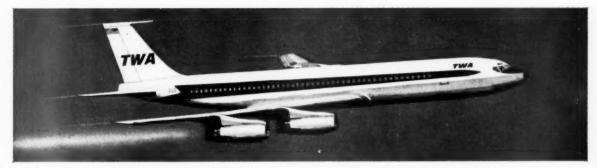
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# AIR CARGO GUIDE SECTION - NOVEMBER, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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#### U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both AIR FREIGHT and AIR EXPRESS service unless specifically noted

Dindicating freight service only or

D indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by

Dindicating freight service only or

Dindicating express service only.

#### AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

A-available at airport and in city

C-available in city only.

#### CUSTOMS FACILITIES.

A-available at airport only

C-available in city only

AC-available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

arrangement.			PICK						1	
CITY CODE	CARRIERS	AIR FREIGHT	AIRCRAFT	Maximum Walght	Rail	Mater Fraisht	Customs Facilities	Air		nd Delivery
		TELEPHONE		Per Piece	Espress	Presgire	Pecilities	Bes	Per 100 Lb.	Minimum
ABERDEEN, N. C SOP	1		See Pinehurst, N. C.	200			MSP			
BERDEEN, S. D ABR	NO	BAldwin 5-5463 GEneral 8-6661	3	150	C	A	C		No Service A	vailable
BERDEEN, WASH HOM	WC	OR+3-2587	9.3	200	A	A	DAL	G	NO Service A	1.00
ABILENE, TEXAS ABI	00	FEderal 2-5787		200	C	C	DAL		No Service A	
AINSWORTH, NEB ANW	CN	373	3	200			DEN		No Service A	
AKRON, OHIO CAR.	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
	CA	TYler 6-2303	3,4	250	C	A	A#*		.65	1.75
	EA	Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
	FT	TYler 6-2353	Served Through Cleve		0				.65	1.75
	UA	CAnton 9-8141	6,5,10		C	A	AC		.65	1.75
ALAMAGORDO, N. M HPON	00	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service A	
ALBANY, GA ABY	EA	HEmlock 2-0525	9,19	200	C	A	DHN		.45	,95
	30	HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
	EARRESTER	UNion 9-5361	7,17,76	200	C	C	AC		.60	1.40
	FT	Albany 4-8223	Served Through News	rk, N. J.					.60	1.40
	MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
	TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
							PDX		No Complete to	1
ALBANY, ORE CVO	WC	PLaza 3-4232	3	150	C	A	PDX RLP	6	No Service A	allable .85
ALBUQUERQUE, N. M ABQ	00	CHapel 2-5219	3,22	200	A	A	ELP		.40	.85
	FL	CHapel 7-1473	3,9	250	A A	A .	ELP		.40	.85
ALEXANDRIA, LA AEX	TV	3-1705	8,7	300	C	C	BTR		.75	1.50
BARRIOTER, LA REX	DL	4471	9,3				DIR		.75	1,50
ATTEMPOWN DA ADD		COngress 4-0557	10	200	A	A	PHL	G	-60	1.60
ALLENTOWN, PA ABE	EA	COngress 4-0597	19	400	A	A	PHIL		.60	1.60
	UA	COngress 4-0512	6,10	200	A	A	PHI.		.60	1,60
		CONSTRUCT HOUSE	0,20	600			1110		100	2.00
ALLIANCE, NEB AIA	FL	353	3	200	C	С	DEN		No Service A	railable
ALPINE, TEX MRF	TT			1.00					No Service A	ailable
ALTOONA, PA AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX AMA	BN	DRake 6-9373	9,5,52	500	C	C	DAL	G	.80	1.35
	CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
	00	DRake 3-4326	22	200	C	C	DAL		.80	1,35
	TV	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANANEIM, CALIF. C ANA	IX		20	200	C		LAX		Los Angeles	ree
ANCHORAGE, ALASKA ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
,	CD		3		A	A	AC	* * * *		
	NW	41661	6,10,15A,53B	2000	A	A.	A.C		1.00	2,00
	PN	27531	16,4,8		A	A	AC		1.00	2.00
										-
ANDERSON, S. C AND	EA	CA=4=0231	19,9	200	С	A	ATL	Q	.35	.75
ANN ARBOR, MICH			See Detroit, Mich.							
ANNETTE ISLAND, ALASKA. ANN	PAA	ADams 6-8238	6	1500						
ANNISTON, ALA ANB	30	ADams 6-8238	3	100					No Service A	
APPLE VALLEY APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service A	
APPLETON, WISC ATW	NO	REgent 9-1133	3,19,54	200		* * * *	* * * *	* * * *	No Service A	
ARCATA, CALIF ACV	PC	TErrace 9-1521	3,19,54	200			DAL			
ARDMORE, OKLA AFD	CN	2-2404	3		C			G	No Service A	allable
ASHEVILLE, N. C AVL	CA	2-2404	3	150	A	/C	INT		.60 .60	1.20
	DL	AL-2-7601	3	200	A	6	INT		.60	1.20
	PL	AL-2-5061	3	100	A	C	781		.00	1.50
ASHLAND, KY HTW	EA	3-9476	19	200					Apply Hunting	ton Rates
HORITAIND'S HIT HIM	PE								Apply Hunting	ton Rates
ASHLAND, WISC ASX	NO	MUrdock 2-6653	3	200					No Service A	railable
ASTORIA, ORE AST	WC ,	WAlnut 1-2551	3	150	C	A	C		No Service A	
ATHENS, GA AHN	50	LI-81364	3	100	С	A	ATL		.65	1.35
ATLANTA, GA ATL	CA	POplar 1-8811	3,22,8	250	A	A	C		-50	1.60
	DL	POplar 6-5315	9,3,5,10,8,19,1-A,5	3A 6000	A	A	C		.50	1.60
	EA	POplar 7-0221 . : .	7,23,534,10,19,52,9	4000	A	A	C		.50	1.60
	NW	POplar 7-9758	52	200	A	A	C		.50	1.60
	RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
	80 ,	POplar 6-5321	3	200	A	A	C		.50	1.60
AND A MARKET OF THE REAL PROPERTY AND A SAME	10	POplar 6-9655	7	250 150	A		PHL		.80	2.10
ATLANTIC CITY, N. J ACT	RA	Pleasantville 2458.	3,19	200	A	A	PHL		.80	2.10
A PROTEIN MY	DR	Pleasantville 2500.	19		Α	- 6	rath		.80	2.10
AUBURN, ME LEW AUGUSTA, GA AGS	D7	2=8814	See Lewiston, Mr	300	C	Α	ATL	G	.75	1.50
and the same and the same	BA	2-4684	9,3	200	C	Ä	ATL		.75	1.50
AUGUSTA, ME AUG	NE	Mayfair 2-151	3	200	A	C	PWH		.50	1.00
AUSTIN, TEX AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
	60	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
	TT	H0=5=6538	3	150	A	C .	SAT		.50	1.25
BAIE COMEAU, P. G YBO	QBA		2	400						
BAKER, ORE BKE BAKERSFIELD, CALIF BFL	WC	Jackson 3-5'/44	3	150	C	C	PDK	G .	No Service Av	allable
BAKERSFIELD, CALIF BFL	UA	EXport 9-2921	9	200	A	C	IAX		.40	.95
	PC	Export 9-1771	3,19,54	200	A	C	LAX		.40	.95
BALTIMONE, MD BAL	AA	SAratogn 7-3210	9,15,50,5	6000	A	A	0	0	.75	1.60
	AL	SOuthfield 6-1010 .	3,9,19	150	A	A	C		.75	1,60
	CA	SArstogu "-1063	4,22	250	Α .	A	0		.75	1,60
	DL	SOuthfield 6-2100 .	8	200	A	A	C		.75	1.60
		Milherry 5-7718	10 10 60	200	A	Δ.	C		.75	1.60
	Mareacraces		ATANGRE							
(Continue) on next page)	NA	Southfield 1-0003	0,0,5	200	A.	A	0		.75	1,60

6-2

BALT IMOR

TU.S.A.

BANGOR, PAR HARE BARTLESS BARTLESS

BATTLE BAY CIT BEAUFOR BEATRIC BEAUMON BECKLEY BEEVILL

BELOIT, BEMIDJI BEND, O BENTON BERLIN, BERMUDA BETHLEH, BIG SPR

> BLOOMIN BLOOMIN BLOOMIN BLYTHE, BOGALMS BOIFE, BORGER, BORTON,

BOULDE BOWLIN BOWLIN BRADPO BRADY, BRAINE BRANDO BRECKE BRIDGE

BROWN BROWN

BURLED BURLED BURLED

CALG

IN AND UNI		Y DIRECTORY	AIR FREIGHT		Meximum	Reil	Mater	Customs	Air	MORE-CAPE Fick Up as	ed Delivery
CITY	CODE	CARRIERS	TEL EPHONE	AIRCRAFT	Weight Per Piece	Espress	Freight	Facilities	Bus	Per 100 Lb.	Minimum
LTIMORE, MD.	BAL	PAA	MD 5=1030	50	600	A	A	c :		.75	1.60
(Concluded)		TV	SOuthfield 1-1500 .	50	400	A	A	С		.75	1.60
MODE ME	pep	UA	30uthfield 1-0705	500,53,5	300	A	A	E .		.75	1.60
MGOR, ME	BHB	NE	7314	3	200	C		C		No Service /	vadlable .
RRE, VT	· · · · MIN	00	FEderal 6-7147	See Montpelier, Vt.	200		1 10 1	MKC		.55	1.10
		CN	636 Elgin 5-4491		200	0		MKC C		.55	1,10
TON ROUGE, LA.	BTR	EA	Elgin 5-2581	9	300	0		C.		.55	1,25
TLE CREEK, MI	en 1001	SD	Figin 7-1489	3,0,,,,,,,,,,	200	G A			::::	.55 .50	1.25
CITY, MICH.	MBS		PA-8-4734	See Sacinas, Mich			* * * *				
UFORF, N. C. ITRICE, NEB.	· · · · MEH	FL	PA=8=4734	See Morehead City, N.	1 200			OMA		No Service	
LMONT, TEX.	BPT	DL	TE-5- 541	9	300	C	A	C C	G	.55	1.50
		EA	TE-9-4573 TE-5-1425	J	150	0	A.	C 1		.55	1.50
KLEY, W. VA.	BKW	PI	CLifford 2-2314	3	100	C		CVG		No Service /	ivaliable
LEFONTE, PA.	POB		REgent 4-4800	See Philipsburg, Pa.	150		0	AC .		No Service /	wa Chables
LINGHAM, WASH	JVL	NO	EMerson 5-3473	3	200	0	C			No Service /	valiable
IDJI. MINN	BJI	NO	PLaza 1-5009 Lincoln 8-2118	3	150	0	C C	PDK		No Service a	vallable vallable
D. ORE TON HARBOR, M	ICH BEH	NO	WA T-3118	3	200	C.	C			No Service /	valiable
LIN, N. H.	· · · · BML	NE Sengonal	Milan 2011	7,030	200	A		LWM A			
		PAA	1-1050	10,10	600			A			
HLKHYM, PA. HEL, ALAS		AS		See Allentonn, Pa.		::::		* * * *		35	.50
SPRING, TEX.	BGS	00	AMburst 4-8971	3	200	C	C	SAT	g g	.40 .50	1.00
INGS, MONT.	· · · · BIL	FL	Alpine 2-0406 Alpine 2-7101	4,6,52	200	A A	A	GTF		.50	1,25
		WA	Alpine 2-5161	6	200	A	A	GTF		,50	1.29
OXI, MISS	BGM	£A	9-1544	See Gulfport, Miss.	200			TYR	· · ·	.45	.95
		FT	Binghampton 9-1591	9,3	10000	E		OYR OYR		.50	1.00
		MO	9-15%	19	250	0	č	SYN		.50	1.00
MINGHAM, ALA.	BHM	CA	Worth 1-4192	9,5,7	250 400	A	A A	0		.60	1.20
		EA	Wirth 1-46;11	7,19,7,10,52	200	A	A	C		×60	1.20
		30	WOrth 1-3"3"	Janes Consess	100	Α.	A	C		.60	1,20
MARK, N. D.	BIS	F1	CApital J-5272		200	A	A	MSF MsD		No Service A	
		ND	Capital 3-5640 Capital 3-7400	4,52	200	A	A.	MSP		No Service 2	volishie
MINUTON, ILL	BMT	00	5-2840	3,56	200	· · · ·				.45	1,25
MINGTON, IND.	. D BMG	PI	Davemport 141	3	100	C		INT	G	.50	1.00
HE, CALIF	BIH	BL	54	1	200	C		SAN	* * * *	No Service A	
E, IDA	BOI	VA	Boise 3-2521	5,6,10	100	· · c · ·	V	* lab *	9		1.00
ER. TEX		WC	Boise 2-3661 Bhordway 3-2818	3	150 200	A C	A A	GEG DAL		No Jervice A	
TON, MASS.	BOS	Ah	Liberty 2-5470	9,5,15,10,52,50	6000	A	Α.	AC.	G	-75	1.50
		AET.	HUbbard 2-2025	9,19	550 150	X * * *	A	AC AC		.70	1.40
		AF	COpley 7-5350		200	A	A	AC AC		.70	1.40
		BA	liberty 2-8000	10,53	1100	A	2	AC		.70	1,40
		BOAC			220		A	AC		******	1.50
		EA	LOgan 7-4466	7,10,52	10000	A	A	AC.		×55	1.25
		MO	E. Boston 7-6600	5,52	200	A	A	AC.		.75 .75	1.50
		NE	10gan 7-8300	3,6,22,	200	A	A	AC.	* * * *	.75	1,50
		TC	HU 2-1747 Liberty 2-60 0	10,15,50	300	A	A	AC.		.70	1,40
		TW	COpley 7-7225	8,19,50	400	-A	A	AC.	* * * *	.75	1,50
		W		10,15,53	1,000	A	A	AC.			
DER CITY, NE	V BID		97.3.1601	See Las Vegas, Nev.	200			BNA	· · · ·	.35	.50
LING GREEN, K	BWG	EA	VI=2-1601		200	a C	Ĉ.	GTF	* * * *	No Service A	wailable
DENTON, FLA.	and a second				150	* * * * *		::::		.55	1.50
FORD, PA Y, TEX	BBD	AL	2-3551	3	200	Ü.				No Service A	valiable
NERD, MINN.	BRD	NO	5501	]	500	0	0			No Service a	1.00
KENRIDGE, TE	X BKD				150					.60	1.35
GEFORT, CONN.	BDR	AL	DRexe1 R-0421	9,19	130			-			-
STOL, VA	THI	EA	Whith 2510	3	150	0	0.00	INT	G G	.50	1,10
		30			200	G.	C	INT	G.	No Jervice A	1.10
KINGS, A. D.	BIO	NO	Myrtle 2-21		200	A A	C A	AC		.35	.75
NAME OF TAXABLE			the second second second second		500	A	A	AC		.35	.75
OUTVILLE, TEX	BHD	E8	Lincoln 6-16%			A	A	DAL.		No Dervice A	vafiable
NOVILLE, TEX		EA	2-5360		150	C					
NAVILLE, TEX NWOOD, TEX.	BWD	FAA	2-5360. e.M2		150 200	c		C.	G	.40	.85
NAVILLE, TEX.	BWD	EA	2-5360. 052. 107. MElrose 9-3861. VI-6-4789		150		0	C C SAT	G	.40 .40 .55	.85 .85 1-10
NAVILLE, TEX.	BWD	EA FAA. TT	2-5360. 152. 107. MElrose 8-3861. VI-6-6-89. Plaza 600".	9,5,15,10,52	200 200 200 200 200 6000	CCA		C C	G G	.40 .40 .55 .50	.85 .83 1.10 1.65 1.65
NOVELLE, TEX NOVODD, TEX.	BWD	EA PAA TT DL EA CO A A A A A A A A A A A A A A A A A A	2-5360. 682. 107. MElrose 8-5861. VI-6-4789. Plaza 600". Spring 4800. Tlaza 2240.	9,5,15,10,52	200 200 200 200 6000 150 250	0	00000	C C SAT AC AC AC	G G	.40 .40 .55 .50 .50	.85 .83 1.10 1.65 1.65
WWW. TEX.	BWD	EA	2-5360. 157 Milrose 8-3861. VI-6-4799 Haza 600°. Spring 4800 Plaza 2240. Hiza 2071.	19	200 200 200 200 6000 150 250	C C A A	0000	C C C SAT AC AC AC AC	G G	.40 .40 .55 .50 .50 .50	.85 .83 1.10 1.65 1.65 1.65
NOVILLE, TEX. NOVIDE, GA. NOVIDE, GA. NOVIDE, GA. NOVIDE, GA.	BUY	EA FAA TT 50 S S S S S S S S S S S S S S S S S S	2-5500. 2-5500	19. 9,1,15,10,62 Serves through CLE/BGM	150 200 200 200 6,000 150 250 10000 200 200	C C A A A A A	000000000	C C CNAT AC AC AC AC AC	G G	.40 .40 .55 .50 .50 .50 .50	.85 .63 1.10 1.65 1.65 1.65
NEWVILE, TEX. NUMBER, DA. NUMB	BWD 	EA   FAA   TT   TD   TD   EA   EA   EA   ED   EA   ED   EA   ED   EA   EA	2-5960. sid2/ 107  **Elrone P=j861. **Yi-0=189 **Ilan 600**. **pring 4800 **Plana 2240. **Plana 2240. **Plana 2071. **Spring 8282 **Plana 3000. **Distant 8-7402.	19. 9,5,15,10,52. 1,5,2,2. Served through CLE/HGM	150 200 200 200 6,000 150 250 10000 200 200	C C A A A A	***************************************	C C C C C C C C C C C C C C C C C C C	G	.40 .40 .55 .50 .50 .50 .50	.85 .85 1.100 1.65 1.65 1.65
NOVELLE, TEX INVOID, TEX. INVOIDE, GA. N. TEX. ALD, N. Y. HANK, CALIF. EY, IDA. INVOIDE, IDA	BUR BUY	EA   FAA   TT   TT   TD   TD   TE   TD   TD   TD	2-5560. ndf2, 107. Elrone 8-5861. VI-6-6789 Hann 600". hpring 4800 Flams 5071. Spring 8222 Flams 5000. ORchard 8-7402 Flams 4002 Flams 4004 Flams 5000.	19. 9,5,15,16,52 1,6,2,35 Served through CLE/958 2,6 lor Amyeles, Calif	150 200 200 200 6,000 150 250 10000 200 200 150 200	C C A A A A A		C C SAT AC AC AC AC AC AC AC AC AC	G G	.40 .40 .55 .50 .50 .50 .50	.85 .80 1.10 1.65 1.65 1.65 1.65 
NOVELLE, TEX INVOID, TEX. INVOIDE, GA. N. TEX. ALD, N. Y. HANK, CALIF. EY, IDA. INVOIDE, IDA	BUR BUY	ES FAA TT DL EA CO AA AL GS FT LC M MO  GC CC EA	2-5560. 107. 5012. 501-500 8-584. VI-6-478. Ham 600. 1001. 1001. 1001. 1001. 1001. 1001. 1000.	19. 9,5,15,10,52. Jerved through CLE/SCM	150 200 200 200 6,000 150 250 10000 200 200	C C C A A A A A A A A A A A A A A A A A		C C SAT AC	G	.40 .40 .55 .50 .50 .50 .50 .50 No Service / No Service / No Service /	.85 .85 1.10 1.65 1.65 1.65 1.65 1.65 variable 1.50 variable variable
NAVILLE, TEX NAVOUD, TEX. SAIDE, DA. N. TEX. AALO, N. Y. MANK, CALLE. EY, IDA. LINGTON, IOWA LINGTON, YA.	BWD SATI	EA FAA TT DL EA COMMINICATION OF THE COMMINICATION	2-5560.  107  Elrone 8-3864.  VI-6-4199. Flams 6007.  Spring 4800  Flams 3071.  Cyrling 4820.  Flams 3000.  Flams 3000.  Plams 3000.  Plams 2440.  Flams 2440.  Flams 2521.  Flams 2640.  Flams 2771.  Spring 4800  Flams 2640.  F	19. 2,5,15,16,92 3,5,15,16,92 3,5,15,16,92 3,5,15,16,16,16 3,15,16,16,16 3,15,16 19	150 200 200 200 6,000 150 250 10000 200 200 200 200 200 200 200 200	C C C A A A A A A A A C C		C C SAT AC	G	.40 .40 .55 .50 .50 .50 .50 .50 No Service /	1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65
ONNOUS, TEX. SATUR, DA. UN, TEX. PALO, N. Y.  SANK, CALIF. LEY, IDA. LINGTON, IONA LINGTON, Y.  MS, ORE.	BWD SATI	EA TT TT DL EA TO L EA TO CO AA AA AL CA TE CO CA EE TE CO CA EE TE CO CO EE TE CO CO CO EA TO CO CO EA TO CO CO EA TO CO EA TO CO EA TO CO EA TO EB T	2-5560. 1071 1072 1073  **Elrone #-3964. **YI-6-4789. **Hann 6007: **opring 4800 **Hann 3071: **Cyrling 4820. **Flann 3071: **Cyrling E22. **Plann 3000. **District #-3000. **District #	19. 2,5,15,16,52 3,5,15,16,52 3,5,15 4,15 4,15 4,15 4,15 4,15 4,15 4,15	150 200 200 200 200 6.000 150 250 200 200 200 200 200 200 200 200 2	C C C A A A A A A A A A A A C C		C C SAT AC	G	.40 .40 .55 .50 .50 .50 .50 No Service / .50 No Service / No Service / No Service /	.85 .85 1.10 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65
NUMBELLE, TEX NUMBER, DA. NN, TEX. PALO, N. Y. BANK, CALIF, LEY, IDA. LINGTON, TOA NS, ORG. TE, MONT.	BIMO BIMO BIMO BILL BILL BILL BILL BILL BILL BILL BIL	EA TT TT DL EA CO AA AA AL LC ET TT LC ET TC ET	2-5/500, wide2, 107 wide2, 107 VI-6-4/P9, 1-10-4/P9, 1-	19. 9,5,15,16,52 1,6,2,35 3,64 2,366 Served through CLE/FSM 19 3,54 19 3,74,13,72,12	150 200 200 200 6.00 150 10000 200 200 200 200 200 200 200 200	C C C A A A A A A A A C C		C C SAT AC	G	.40 .40 .55 .50 .50 .50 .50 .50 No Service / No Service / No Service /	.85 .89 1-10 1-65 1-65 1-65 1-65 1-65 1-65 1-65 1-65
NEWVILLE, TEX NEWFOR, GA. NN, TEX. "ALO, N. Y. SANK, CALIF. LEY, IDA. LINGTON, VT. NS, ORG. TE, MCNT.	BIMO BIMO BIMO BILL BILL BILL BILL BILL BILL BILL BIL	EA TT D1 EA CD AA AL CA FT UCA	2-5960. sinS2. 107. Elrone 8-3861. VI-6-489. 1 Lama 6007. spring 4800. Tham 2600. spring 4800. Spring 4800. Spring 4800. Spring 5282. Flama 2640. Spring 5282. Flama 2640. Spring 5282. Spr	19. 9,5,15,16,52  1,6,2,35 Served through CLE/FSM 9, See lor Ampeles, Calif 3,3,54 19 3,74,13,72,12	150 200 200 200 6,000 150 200 200 200 200 200 200 200 200 200 2			G G G G G G G G G G G G G G G G G G G	G	.40 .40 .55 .50 .50 .50 .50 No Service / .50 No Service / .50 No Service / .50 No Service / .50 .50 No Service / .50 .50 .50 .50 .50 .50 .50 .50 .50 .50	.85 .89 1.10 1.65 1.65 1.65 1.65 1.65 valiable valiable valiable valiable 1.32 1.50 1.00 1.00
WHOTHER, THE WASHOOD, TEX. NOWIDE, DA. AN, TEX	BMD CLL BUY BUY BMD	EA TT D1 EA CD AA AL CA TT TT D1 EA CD AA AL CA TT TT CA TT	2-5560. 1071 1072 1072 1073 1074 1074 1074 1075 1076 1076 1076 1076 1076 1076 1076 1076	19. 2,5,15,16,92 3,5,2,3,3,3,3,3,3,3,3,3,3,3,3,3,3,3,3,3,	150 200 200 200 6.000 150 200 200 200 200 200 200 200 200 200 2	C C C A A A A A A A A A C C C C C C C C	000000000000000000000000000000000000000	C C SAT AC AC AC AC AC AC C FT PIA AC AC C FT C FT C C C C C C C C C C C C C C	G	.40 .40 .55 .50 .50 .50 .50 .50 .50 No Bervice / No Bervice / .50 .50 .50 .50 .50 .50 .50 .50 .50 .50	485   486   1.100   1.465
WHOVILLE, TEE WINCOD, TEX. NOWITH, DA. AND, TEX. FALO, N. Y.  BANK, CALIF. LEY, IDA. LINGTON, TOMA BRIDGE, MD.	BWD CILL BUY BUY BRUY BYY BYY BYY BYY BYY BYY BYY BYY BYY B	EA TT TT DL EA TO L EA TO CO AA AA AL CA ET TC CC ET TC	2-5960. sinS2. 107. Elrone 8-3861. VI-6-489. 1 Lama 6007. spring 4800. Tham 2600. spring 4800. Spring 4800. Spring 4800. Spring 5282. Flama 2640. Spring 5282. Flama 2640. Spring 5282. Spr	19	150 200 200 200 6,000 150 200 200 200 200 200 200 200 200 200 2		000000000000000000000000000000000000000	C SAT AC	G G	40 40 55 50 50 50 50 50 80 Service / No Service / 15 50 80 Service / 50 50 80 Service / 50 50 80 Service / 50 80 Service / 80 Service / 90 Service /	455   456   1.100
SANAVILE, TEX SANAGED, TEX. NEGATIK, MA.  SAN, TEX.  FRALO, N. Y.  SHERAN, CALIF.  SALE, IDA.  SALE, I	BMD CILL BUSE BUSE BUSE BUSE BUSE BUSE BUSE BUSE	EA TT D1 EA CD AA AL CA TT TT D1 EA CD AA AL CA TT TT CA TT	2-5/500. 107 107 107 107 107 108 107 108-199 11ann 6007 107 107 107 107 107 107 107 107 107	19. 2,5,15,16,52  1,6,2,35  Lerved through CLE 9588  9. Bee low Angeles, Calff  3,3,54  19  3,74,13,72,12  9  54  55  56  56  56  56  56  56  56  56	150 200 200 200 6-000 150 200 200 200 200 200 200 200 200 200 2	C C C A A A A A A A C C C C C C		C C SAT AC AC AC AC AC AC AC C C C C C C C C	G G	.40 .40 .55 .50 .50 .50 .50 No Bervice J No Bervice J No Bervice J .55 .50 .50 .50 .50 .50 .50 .50 .50 .50	.85   .69   1.40   1.65   1.65   1.65   1.65   1.65   1.65   1.50   variable   1.50   variable   1.45   1

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	CIT	Y DIRECTORY		1	1 11		1				Y-COLUMBUS
OTY CO	DE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Meter Fraight	Customs Facilities	Air Bea	Pick Up : Per 100 Lb.	and Delivery Minimum
CAPE MAY, N. Jo	##D	AL		(Seasonal)						3 5 2 3 2 4	
CARLSBAD, N. M	CPR	FI	T0xeto 5-2992 23 4-7135	3	200 200 200	0	0	ELP DEN DEN	::::	No Service / .50 .55	1.35 1.35
CASTLEGAR, B. C CEDAR CITY, UTAH	YCG	CP	J-3777	9	200	10	c c	LAX		No Service /	1
CEDAR RAPIDS, IOWA	CID	UA	EMpire 4-2481 EMpire 2-1103	9,6,5,10.	200	C.	0	OMA	G	,55	1.10
CHADRON, NEB	CDR	FL	HE-2-2055	3,54	200 200		C A	DEN		No Service A	
CHARLESTON, 111		DL	4-2507	fee Mattoon, Ill.	300	 A	· · · ·		G	.75	1,50
		Massassassass	SHerwood 4-4256	9,6	200 400	A A	C	C		.75	1.50
CHARLESTON, J. VA	Ha	AA	Dickens 6-6204 2-8007	3,22,8	500 250	A	A	CVG	G	.55	1.45
		FI	Dickens 6-0591	3	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C	LT	CA	EXpress 9-0173 EXpress 9-0487	3,22	150 4000	A	A	INT	G	.50	1.25
		EA	EXpress 9-3331 Express 9-3371	7,19,9,10,52	500 100	A	A	INT		.50	1.25
CHARLOTTETOWN	Yu.	S0	EXpress 9-7474 7361	1,3,4	100	A	A	INI		.50	1.25
CHARLOTTELVILLE, VA C	HO	PI	3-5158	9	100 200	C	C	DCA C	G	.70	1.40
		CA	9-3103	9,3	250 400	C	C	_ C		.65 .65	1.30
CHEBOYGAN, MICH	IN	GA	MA-9-6101	3,4	200 150	C	C	C		.65	1.30
THEYENNE, WYO (	1	VA	2-0551	3	200 200 200	A	C	DEN DEN DEN		.60 .60	1.25 1.25 1.25
CHICAGO, ILL.		WA	8-8916	6	200	'A		DEM		.00	1.60
Midway Airport N	DW	AA	LUdlow 1-1144 STate 1-1250	9,5,15,10,52	10000	A	A	AC AC	G	.70	1.75
		BN	POrtsmouth 7-5028 . POrtsmouth 7-2266 .	7	2000	A	A	AC AC		.70	1.75
		CMA	Gladstone 5-6310.	10,22	200	A	A	AC A		.70	1,75
		DL	POrtsmouth 7-1900 . LUdlow 1-0780	10,7,19,52,9,23	6000 4000	A A	A A	AC AC	::::	.70	1.75
		FT	POrtsmouth 7-8200 . POrtsmouth 7-7180 .	3	10000 200	A A	A	AC AC		.70	1.75
		LH	ANdover 3-6670	3,9	200	A	A A	AC AC	* * * *	.70 .70	1.75
	1	NW	RAndolph 6-9562 LUdlow 5-1952 LUdlow 2-4040	11,10,4,6,52,2 3,54	2000 200 10000	A	A A	AC AC AC		.70 .70 .70	1.75 1.75 1.75
		RD	Randolph 6-3644 DEarborn 2-7666	22	500 7500	A A	A	AC AC		.70 .70	1.75
		UA	Portsmouth 7-5100 .	9,5,15,10,6	6000	A	Ä	AC		1.00	2.00
'HARE FIELD C		AA	Gladstone 5-4636 DEarborn 2-7744	5,9,15,50,50c,52 .	6000 1100	C	A	C	G	.70	1.75
		BN	Gladstone 5-4310 POrtamouth 7-2266 .	3,4,22	500 250	C	A	C	::::	.70 .70	1.75 1.75
	- 1	DL	NAtional 5-6602	9,53	300	C	A	C		.70	1.75
	- 1	EA	REliance 5-2211 IUdlow 5-1020	19,52,53a	200 200 200	C	A	C		.70	1.75
		NW	DEarborn 2-4924 DEarborn 2-7666	6,53B	600 400	0	A	C		.70	1.75
		UA	POrtsmouth 7-5100 .	9,5,10,6,53,500	400	C	A	C		1.00	2.00
CHICO, CALIF C	-	PC	Fireside 2-3007	3,54. See Hibbing, Minn. 9,5,10,15,52	200	C	С	SFO		No Service A	
CINCINNATI, OHIO C	VG	DL	DIxie 1-5600 DIxie 1-5884	9,1-4,3,5,10,19	6000 6000	C	C	C	G	.65	1.60
		LC ©	DIxie 1-4300 DIxie 1-4450	9,10	200	C	C	C	G	.65	1.60
		PI	GArfield 1-1315 DIxie 8974	8,19	100 400	C	C	C		.65	1.60
CLARKSBURG, W. VA	KB	CA	VIctor 2-3531	3	150	С	С	PIT		.70	1.40
CLARKSTON, WASH 1 CLARKSVILLE, TENN	WS KV	OZ	IDlewood 9-5188	See Lewiston, Idaho	200					No Service A No Service A	
CLEARFIELD, PA I	SB			See Philipsburg, Pa. See St. Petersburg,	Pla						
CLEVELAND, OHIO	LE	AA	ORchard 1-5421	9,5,10,500	600	A	A	AC	G	.85	1,95
		GA	Clearwater 1-0913 .	4,8,22	250 200	A A	A A	AC AC AC	::::	.65 .65	1.95 1.95 1.95
	1	EA	CLearwater 1-8870 WInton 1-5777 CLearwater 2-5050 .	9,7,19,52,10	10000	A	A	AC AC		.85	1.95
		NW	Winton 1-2442 Clearwater 2-4270 .	6	200	A	A	AC AC		.85	1.95
	-	TW	SUperior 1-5595 WInton 1-9700	8,19	400 400	A	A	AC AC		.85	1.95 1.95
		UA	Clearwater 1-5200	9,5,15,6,10,500	6000	A	A	AC		.85	1.95
CLINTON, IOWA (	WI	OZ	CHapel 3-2122 VAlley 3-2210	3,54	200	C	с			No Service A	
CLOVIS, N. M CODY, WYO	VS	NO	Porter 3-6212 58 7-4644	3	200	Č	C	ELP		.40 No Service A	.85
COEUR D'ALENE, IDA	OE	WC	MChawk 4-5313	See Bryan, Tex	150	C	C	GEG	* * * *	No Service A	vailable
COLORADO SPRINGS, COLO.	0.5	BN	MElrose 4-6321 MElrose 5-1586	9,5	200 200	A	C	DEN -	G	No Service A No Service A	vailable
COLUMBIA, MO (	ВІ	CO	MElrose 3-4688 GIbson 3-4173	3,22,10	200	A	C	DEN:		No Service A	vailable vailable
COLUMBIA, S. C	AE	DL	4=3186	9,3	200	C A	0	ATL	G	.50	1.10
COLUMBUS, GA (	SG	DL	FAirfax 7-7458 FAirfax 7-2625	9,3	200	C	A A	ATL	G	.50 .50	1.00
COLUMBUS, MISS	BS	30	FAirfax 8-4900	3	200 100 600	C	A	ATL	G	No Service A	1.00 vailable 1.75
COLUMNIC CHARA	cut	AA	BElmont 1-8277 BElmont 1-4529	9,5	300 200	A A	0	C		.70	1.75
COLUMBUS, ONIO			AND ADDRESS OF A STREET OF A STREET	MARKANADA	200	A	C	C			
COLUMBUS, OHIO (		166	BElmont 7-5431	3	200 100	A	C	C	G	.70	1.75
COLUMBUS, ORIO	-		BELmont 7-5431 BELmont 7-2585 CApital 1-7866 BELmont 7-3711	3					G	.70 .70	1.75 1.75 1.75

CONCORD, COOS BAY CORBIN, CORBONA, CORNING, CORVING, CORV DANVILL DANVILL DAVENPO DAWSON DAWSON DAYTON, DAYTONA DECATUR DECATUR DELTA, DENISON DENVER DeRIDD DES MO DETROI (Wil DEVILLO
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U.S.A.

S.A. AND CANADIAN CITY		AIR FREIGHT		Maximum	Rail	Mater	Customs	Air	Pick Up on	
CDDE CDDE	CARRIERS	TELEPHONE	AIRCRAFT	Weight Per Piece	Espress	Freight	Facilities	Bus	Per 100 Lb.	Minimum
NOOFD, N. H. OON OS BAY, ORE OTH BIN, KY. LOZ BOUNA, ALASKA CDV RENING, N. Y. ELM RONA, CALIF. CNF REPUS CHRISTI, TEX. CRF REPUS CHRISTI, TEX. CRF REPUS CHESTI, CULD. CEZ REVALIS, ORE. CVO	NE CE	CApital 5-9531.  15.  TU-3-8431 TU-4-0331 TU-2-7658 Logan 5-3423. JU-6-4844	3 See North Bend, Dre. See London, Ky. 4.8 See Elmira, N. Y. 2C. 9 19,9. 3 See Albany, Dre. 9	200 200 500 200 150 200	A A A A C	A	C C C DEN	G	.50 .50 .50 No Service Av	1.00 1.00 1.00 1.00 1.00 1.00 railable
RANBROOK, B. C YXC PRESCENT CITY, CALIF CEC	PC	Ingersol1 4-3221	3,19,54	200	c c	c c	OTH A		No Service Av	.75
UT BANK, MONT CTB	AA	WE-8-4163	3,5,15,10,52,50	10000 (6000 Vi. 2000 200 200 6000 150	A DL Interc	A A A	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	G	. 45 . 55 . 55 . 55 . 55 . 55	1.40 1.40 1.40 1.40 1.40
NAVILLE, ILL. DWV  ANVILLE, VA. DAN  AVENPORT, IOWA MLI  NAVOR CITY, Y. T. YDA  NAVON CREEK, B. C. YDC  AVYON, ORIO DAY	LC ©	Hickory 6-4727. 2711. 7640. SW-2-8571  CPA 55. Twin Oaks 8-5511. Twin Oaks 8-4841. Twin Oaks 8-5657.	3 3,5%. 19. 3 See Moline, Ill. 3,6,9 9. 10,9. 3,8,7,19.	200 200 200 100 200 500 300 200 400	000000000000000000000000000000000000000	C C C A A A A	RIC RIC C C C C	G G	.60 .55 .55 .55 .55 .25 .60 .60	1.25 1.10 1.10 .60 .60 1.45 1.45
MYTONA BEACH, FLA. DAB BECATUR, ALA. DCU BECATUR, ILL. DEC BELTA, COLO. MTJ BENISON, TEX. SAI BENISON, TEX. SAI BENISON, TEX. SAI DERIODER, LA. DERIODER, LA. DERIODER, LA. DES MOINES, 104A DSM	TU UA EA CO CC	HE-4053 TV-8-2692 CLIATON 3-6541 CLIATON 3-6541 CLIATON 3-6541 CLIATON 3-6566 Eligin 3-2690 3-7741 DExter 3-4228 East 2-7761 DExter 3-4228 East 2-7761 DExter 3-515 DEXter 3-515 DEXter 3-515 DEXter 3-515 CH-3-0711 AFJantic 8-3654 AFJantic 8-3654 AFJantic 8-6711	2,10 8,9,8,7,10 9,6 3,6 3,6 3,6 3,6 3,6 8,6 8,7 9,15,6,10,22,90 5,9 9,15,6,10,93,50 9,5 9,6,10,5	200 200 200 100 200 200 200 200 200 250 6000 200 200 200 200 200 200 200 200 2	C A A A A A A A A A A A A A A A A A A A	A A A A A A A A A A	C JAX JAX JAX C C C C C C C C C C C C C C C C C C C	G G	.60 .70 .70 No Service A .45 .55 .55 .55 .55 .55 .55 .55 .55 .55	1.45 1.50 vailable 1.10 1.30 1.30 1.30 1.30 1.30 1.30 1.30
ETROIT, MICH. (Willow Run) YIP	CA	WOodward 3-8900 . 10gan 3-8400 . HUnter 2-8481 . HUnter 3-3410 . HUnter 2-0620 . WOodward 2-7272 . WUnter 3-3440 .	3,4,8,22	250 200 200 200 200 200 400 6000	A A A A A	A A A A A	AC AC AC AC AC AC AC		.65 .65 .65 .65 .65	1.75 1.75 1.75 1.75 1.75 1.75
DETROIT (Metropolitan-Wayne County) DTW  DEWILS LAME, N. D DVI. DIKKINGON, N. D DIK DIKEKINGON, N. D DIK DIKEKINGON, CALIFA D DEW DODG CITY, KAN DEW DODGLAS, ARIZ	AA AL BOAC & DL	Hilnter 2-0890 wHitney 1-2900. WOodward J-24/30 Comestudous 1500.	9,5,15,10,52,50	400 10000 2000 600 200 200 200 200 200 200 20	A A C A C C A A C C	A A A A A A A A A A A A A A A A A A A	G AC	G G G G G G G G G G G G G G G G G G G	.65 .65 .65 .65 .65 .65 .65 No Service in Se	Available
DOVER, CHIO & PHD  DUBOIS, FA. PCB  DUBDIQUE, TOMA DRA  DULHIR, MINN. DIA  DURAND, COLO. DRO  DURAND, C. REDU  EARLION, ONT. YER  EASTON, PA. AND  EAVIORAL MISC. EAU  EZULGAIRE, WISC. EAU  EZULGAIRE, WISC. PKD	NO	New includelphin 4-2729  New in 8-2600 3-94-41.  Nandolph 2-6633  Alpine 5-5600  Gherry 7-299 3-9624.  191961  Timple 4-1244  Mil-6-3707  28131  55-2120  Glendsle 5-4197  554171.	22 See Allentown, Pa. 3,9 3 13,3,12,22,7A	150 200 200 200 200 200 200 200 100 200 150 1000 200 200 200	CCCACCCC	A C C C A A C	DAL DEN C FIDU-R	G G	No Service No Service No Service No Service No Service No Service 100 100 100 100 100 100 100 100 100 10	Available Available Available Available Available Available Available Available 1.00
EGLIN AIR PORCE BASE. BERE £ CENTRO, CALIF. IP. £ LORADO, ARK. £ LIL £ LORADO, ARK. £ LIL £ LORADO, ARK. £ EG. £ LILARETH CITY, N. C. £ EG. £ LIMING, W. VA. £ EG. £ LIMING, NEV. £ EK. £ LIMING, N. Y. £ EL. £ ELIMING, N. Y. £ EL. £ PAUD, TEX. £ EL. £ ENT, NEV. £ ELY £ ENT, NEV. £ ENT £ ENT, NEV. £ EN	SO	25111 Elgin 2-4218. Um-1-7273 2396. 1100. Ripublic 6-5121 9-3666. 9-3666. 9-3666. 9-3666. 9-3666. 9-3666. 9-3666. 9-3667. 9-3667. 9-3687. 8-301	3, %. 3 9 9 9 3 3 3 5,10,52 3,5,6,22,10 3 9 3 3 9 3 3 19 3 9 3 9 9 3 9 3 9 3 9	200 150 150 200 150 200 150 200 150 200 200 200 200 200 200 200 200 200 2	C C C C C C C C C C C C C C C C C C C	C	. MEM C	G	No Service 50 .40 .40 .50 .40 .40 .50 .50 .50 .50 .50 .50 .50 .50 .50 .5	1.00 Available Available 1.10 1.21 1.22 Available Available Available 1.11 1.11 Available 1.11 Available

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S.A. AND CANADIAN C	ITY DIRECTORY			Maginum			-		EVANSVILLE Plot the	d Dalivery
CODE CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Waight Par Piaca	Ruil Express	Hater Freight	Customs Facilities	Air Bus	Per 100 Lb.	Minimum
VANSVILLE, IND	DL	Harrison 4-4771	9,3	300	Α	A	С	G	.55	1.60
IRBANKS, ALASKA FAI	AS	HArrison Z-1880	9,19,10	200 1000	Α	Α	С		1.00	2.00
	PAA	3262,	6,50,	600	::::					
TEMPATE MINE VOM	CP	2198	3	200			MED		No Service A	
IMMONT, MINE FRM IL RIVER, MACS ENB	NO	ADams 2-3234	See New Bedford, Mass	200		A	MSF		No Service A	
RGO, N. D FAR	Milesessessesses	5-4277	4,6	200	A C	A	MSP		No Service A	vailable
MMINGTON, N. M FMN METTEVILLE, ARK FYN	CN	DAvis 5-0681 Hillcrest Z-7306	3	200		A	MKC	G	.45	1.00
YETTEVILLE, N. C FAY	PI	HEmlock 2-4171	3	100	A	A	RDU		.55	1.00
TCHBURG, MASS FIT AGSTAFF, ARIZ PLG	NE	2-0785	3,54	200	Č		DUG		No Service A	vailable
INT, MICH FNT	Pt	Phospect 4-6601 CEdar 5-4037	3.4.22	200 250	C C		DUG YIP		No Service A	vailable
DRENCE, ALA FID	EA	5255	See Eneffield, Ala.	200		A	CHS	G		.75
NTANA, CALIF. C FON	IX		1,3,6,9	200 400					No Service A	
RESTVILLE, P. Q YFF	CP		see -larasville, teni						No Service A	
RT GOOD HOFE, N.W.T.	CP	5=0431	3,54	200	::::		::::			
RT LAUDERDALE, FLA. FLL.	KA	Jackson 3-8546	7	200	С.	Α	MIA	Ā	.90	1.80
	NA	JAckson 4-2903	52	200	C	A	AC AC		.90	1.80
OT MYERO, FLA FMY	NA	WEstmore (-103	8,52,	400	С	С	TPA		.50	1.00
T NELSON, B. C YYE	EF	EDison 2-8061	6,9	200		6			.50	1.00
T PIRRCE, FLA FTR T HILKY, KAN MHK	fil-(Demand service)	Vero Beach 2345	See Manhattan, Kan.	6000					No Service A	vailable
T SILL, OKLA LAW	* * * * * * * * * * * * * * * * * * *	SUnset 3-5171	See Lauton, Okla.	200	A		MEM		.40	.85
T SMITH, ARK F.M	BN	SUnset 2-3004	3	200	A	A	MEM		.40 No Service A	.85
T STOCKTON, TEX FST T ST. JOHN, B. C XXJ	TT	157	6,9	150 500	C	· · ·				
F WAYNE, IND FWA	TW	HArrison 3352 HArrison 2204	19	400	A	C	TOL	G	.75	1.50
F WILLIAM, CMT YUT	UA x x x x x x x x x x x x x x x x x x x	SHerwood 3133 2-0641	4,6,5	300 400	A	C	TOL	* * * * *	.75	1.50
T WORTH, TEX ACF	AA	ATlas 4-2551 ATlas 4-3261	22. 9,5,10,50,52. 9,5,10.	600 500	A	A	DAL	G	.55	1.35
	10	ATlas 4-3861 ATlas 4-2971	3,22,	200	A	A	DAL		.55 .55	1.35
	DL	ATIAS 4-6611 ATIAS 4-3465	9,3,5,10,53A	400 150	A	A	DAL		.55	1.35
	π		3							1.50
NKLIN, PA FKL DERICTON, N. B YFC	TC	IDlewood 2+3125	22	150 200	C	Α	C		.50	1.00
SNO, CALIF FAT	TW	ADams 7-6174	9	300	A A	A C	SF0 SF0	G	.60	1.50
BISHER BAY	MAR.		20	500	* * * *					
GDEN, ALA GAD NESVILLE, FLA GNV	30	LI=6-5285 FR =2-0481	19	100	Α	· · · ·	JAX		.70	1.40
LUP, N. M GUP	FL	UNion 3-3312,	Janeserses	200	C	A	ELP		No Service A	vailable
WESTON, TEX GLS BELL, ALASKA C GAM	AS	5+5062	3	500	C	· · · · ·	Α			
IDER, NGLD YQX	PAA	723	10	600	C	C	A			
	MAR	935	3,1,4	500	C	C	A			
	SR p	723	5	600	C	C	A			
	TC	911	13,7A,22	500 250	C	C	A	1	No Service A	1,00
DEN CITY, KAN GCK		BRidge n=5132	3	200	С	c	DEN		No Service A	1
DEWATER, TEX OGG	FL	ACademy 8-2446.	See Longview, Tex.	200			GTF		No Service A	
SGOW, MONT GGW ENDIVE, MONT GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service A	vailable
NS FALLS, N. Y GFL	MO	3-2527	19,8	200	C	C	ALB		No Service A	vailable
SE BAY, LAB YYR	MAR.	TCA	B	1000					No Service A	
ND CATYON, ARIZ VIE. ND FORKS, N. D GFK	BL	VAILE 3	3	200	C	Α	A		No Service A	vailable
ND ISLAND, NEB GRI	NO	2-1711	3,9	200	A A	A C	A DEN		No Service A	vailable
ND JUNCTION, COLO. GJT	TL	CHapel 2-5879 CHapel 3-3112	5,9	200	C		DEN		.80	1.10
NDE PRAIRIE, ALTA. YOU	CP	2031	9	200 250	CA	C A	MKG	G .	.55	1.35
ND RAPIDS, MICH GRR	FT	CHerry 1-3321	Served through DTW	200	A		MIKG		.65	1.25
	NO	CHerry 1-4477	3	200	Ä	Â	MKG		,55	1,35
AT BEND, KAN GBD	CO	Gladstone 3-4776	3	200	C	C			No Service A	
AT FALLS, MONT OTF	Not	GLendale 3-6501 GLendale 3-4844	6,52	300 200	A A	A A	AC AC	G	.55	1.00
	PI	Glendale 3-4355 Glendale 4-1396	3	200 150	A	A	AC AC		,55 ,55	1.00
EN BAY, WISC GRB ENSBOHO, N. C GSO	NO	HEmlock 5-5366 BRoadway 3-8646	3,9	200 150	e	O A	INT	· · · ·	.60	1.35
	EA	BRoadway 5-6688	19,8,7	200	C C	A A	INT		.75	1.50
ENVILLE, MISS GLH	30	2-2612	3	100	C		ATL	· · · ·	No Service A	
ENVILLE, S. C GRL	EA	9-3061	19,9,8,52,7	200	A	A	ATL		.40	.85
ENWOOD, MISS GHW	30	CEdar 3-0173 GLedstone 3-1623	3	100	A	A	MEM		No Service A	vailable
ENWOOD, S. C GHD	MAR	9-3191	1.3.4	100			: : : :	2	No Service A	
LEPORT, MLSS GPT	30	University 4-2323 .	3	100	c.	c	o		.55	1.10
YMON, OKLA GUY NNISON, COLO GUC	CN	672	3	200	,	С.	DEN		No Service A	
GERSTOWN, MD HGR	AL	REgent 3-6700	3,19.	150 150	C		GEG	G	.50	.75
ILEY, IDA SIN LIFAX, N. S YXF	TC	2-7411	13,22.7	1000	C	C	C		.50	1.00
MILTON, ONT YYZ	MAR	6=2306	7,12,13,22,53	500			A		1.10	2.00
METON, VA PHE			See Newport News, Va. See Houghton, Mich.	::::						
NIBAL, MO HNN KLINGEN, TEX HRL		GA 3-4200	See Quincy, Ill.	150			SAT		.50	1.00

HARRISON, HARRISONE HARTFORD, HASTINGS,
HATTIESBU
HAVEHOPHIHAY RIVE!
HAZLETON,
HAVRE, M
HELENA, 1
HENDRA,
HIBBING,
HICKORY,
HIGH POIL
HOBBS, N
HOLLOMAN
HOMER, A
HOMER, A
HOMER, A
HONOLULU HOPKINSV HOQUIAM, HOT SPRI HUNTING? HUNTSVII HURLEY, HURON, : HUTCHINS HYANNIS, IDAHO F IMPERIAL INDIANA INT'L.
INYOKERI
IOWA CI'
IBON MOD
IRONWOOD
ISLIP,
ITHACA,
JACKSON
JACKSON JAMESTO JAMESTO JANESVI JEFFERS JOHNSON JOHNSTO JOPLIN, JUNEAU,

U.S.A. A

JUNCTIC KALAMAZ KALISPE KAMLOOF KANAB, KANSAS

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U.S.A. AND CANADIAN CT	TY DIRECTORY			Maximum	Rail	Mater	Contema	Air HA		CANSAS CITY
CODE CODE	CARMERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Weight Por Piece	Express	Freight	Facilities	Bes	Per 100 Lb.	Minimum
HARRISBURG, PA HAH	AL	CEdar 8-9426	3,19	150 150	A	C C	BAL	G	.40	1.35
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	TW	CEdar 6-7995 CEdar 4-3136	19	400	A	C	BAL		.40	1.35
HARRISON, ARK HRO HARRISONBURG, VA SHD	CN	EMpire 5-5475 Weyers Care 2761	3	200	c	С.	DCA DCA		No Service Av	ailable
HARTFORD, CONN BDL	AA	JAckson 2-6193	9,15,5,52	150	A	C	C	3	No Service Av	
	AL	JAckson Z-1854	19,8,10,7	200	A	C	C	1111	.65	1,25 1,25 1,25
	NE	Jackson 2-3145 National 3-4418	3	200	A	0	0		.65	1,25
	TW	NAtional 3-5581 CHapel 9-1311	8,19	6000	A	0	0 0	::::	.65	1.25
HASTINGS, NEB HST	FL	2-2012	3	200			OMA MSY		No Service A	vallable
HATTIESBURG, MISS HBG	DI.	JUniper 2-1643 JUniper 2-1643	3	200	A	C	MSY		.50	
HAWTHORNE, NEV HTR	BL	WIlson 5-3219 Gladstone 5-4921	1,3,6,9	200	C		SFO		No Service A	
HAY RIVER, N.W.T YHY	QEA	Gladatone 9-4921.	1,5,0,9	150			* * * *		.50	1,25
HAZIETON, PA HZI HAVRE, MONT HVR	AL	26 5-7911	3	200	C	C	GTF		No Service A	vailable
HAVRE, MONT HVE HELENA, ARK HEE HELENA, MONT HIN	TT	5-2577	4	200	A	A	MEM GTF	G	.45	1.10
	WA	Hickory 2-8550	See Asheville, N. C.	200	A	A	GTF		.45	1.10
HERBIN, ILL MWA HIBBING, MINN HIB			See Marion, 111.	200					.60	1.45
HIBBING, MINN HIB HICKORY, N. C HKY	NO	AMherst 3-7847 DI-5-3285	3	100	A	C	INI		No Service A	vailable
HIGH POINT, N. C GSD	CA	5411	See Greensboro, N. C. See Greensboro, N. C.							
	PI	3778	See Greensboro, N. C.	200	с.		ELF		.60	1.25
HOBBS, N. M HOB HOLLOMAN AIR FORCE ALM	CO	EXpress 3-5414	See Alamagordo, N. W.			::::			.75	1.00
HOMER, ALASKA HOM HONOLULU, T. H HNL	PN	83256	5	200		6	AC		.65	1.25
nonceolo, i. n m.	PAA	58-221	11,10,50,15	5000		C	AC C			* * * * * *
	HA	HOnolulu 2-1811	11,10	500		C	C			
	JL	HOnolulu 8-1811	6,10,	200		C	С			
HOPKINSVILLE, KY	*********		See Clarksville							
HOQUIAM, WASH HJM HOT SPRINGS, ARK HOT	CN	MAtional 4-1284	See Aberdeen, Wash.	200	A	· · · ·	MEM			
	DL	NAtional 3-1671 NAtional 3-8501	3	300 150	A	C	ME21		No Service A	vailable vailable
HOT SPRINGS, S. D HSR	FL	555	3	200	C	C	DEN		No Service A	
HOUGHTON, MICH CMX HOULTON, ME HUL	NO	63	3	200	C	C	C		.35	.75
HOUSTON, TEX HOU	AA	Mission 9-1457 OLive 4-2086	9,5,52,6,10,50.	250 500	A	A	C	G	.55	1.25
	CO	OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1,25
	EA	OLive 4-2046 OLive 4-2661	9,10,19,53	4000	A	A	C		.55	1.25
	NA	Capitol 4-1701 OLive 4-8564	10	550 400	A	A	C		.55	1.25
	FAA	Capitol 3-4131 MIssion 9-1216	6,2,15	5000 150	A	A	AC C		,55 ,50	1.25
HUNTINGTON, W. Vn HTW		3-1331	3,19	150	C	C	CVG	G	.50	1.60
	EA	3=9476	3	200 100	C	C	CVG CVG	G	.50 .50	1.60
HUNTSVILLE, ALA MSV	CA	JEfferson 4-4583 4680	3,22	150 200	A	A	BBM BBM		.40 .40	1.35
	S0	JEfferson 6-6383	3	200					.40	1.35
HURLEY, N. M SVC HURON, S. D HON	NO	53 8-3021 Elgin 2-2910	See Silver City, N. M	200	A	0	MSP		No Service A	vailable
HUTCHINSON, KAN HUT	CO	Higin 2-8601	22,3	200	A C	0	MSP MKC	0	No Service A	1.25
HYANNIS, MASS HYA	NE	SPring 5-1800	3	200	A	A C	EWB GTF		No Service A	valiable 1.10
IDAHO FALIS, IDA IDA	WC	JAckson 3-3305 JAckson 2-2695	3	150	A	C	GTF	0	.45	1.10
	WA	JAckson 2-2695	9	200	A	C	GTF		.45	1.20
IMPERIAL, NEB IML INDIANAPOLIS, IND IND	FL	TU-2-4780	9,5,52	200		× × × ×	DEN	0		1,50
INDIANAPOLIS, IND IND	DL	CHapel 1-3333	9,3,19,5	400	A	A	C		.55	1,50
	EA	CHapel 4-9521 CHapel 1-8201	9,19,7,10	200	Â	A	C			1,50
	OZ	MElrose 8-4909 MElrose 4-3438	8,19,23	4000	A	A	C		.55	1,50
				200	C	C	C		No Service A	vailable
INT'L. FALLS, MINN INL INTOKERN, CALIF IYK	PC	ATlas 3-3871 7-2271	2						No Service A	vailable
IOWA CITY, IOWA IOW INON MOUNTAIN, MICH IMT	102	8=3604	3,43	200	A C	0	PIA		No Service A	vailable
THONWOOD, MICH IWD	NO	741-W	9	200	C	C			No Service A	vailable
ISLIP, N.Y ISP ITHACA, N. Y ITH	190	3351	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH JXN JACKSON, MISS JAN	NO	STate 9-6125 20866	9,3,5,8	400	C	C	MSY		.50	1.00
	SO	28889	3	100	Α	С	MSY		.55	1.35
					c	c	GTF	0	.65	1.29
JACKSONVILLE, FLA JAX	FL	310	3,5,8	200 400	A	Α	C	6	.65	1.25
	NA	Elgin 6-5661 Elgin 3-1586	9,8,10,7,19,6	400	A	A	C		.65	1.25
	NE	Elgin 5-6611 Elgin 4-7833	22	200	A	A	C		.65	1.25
	30				1					
JAMESTOWN, N. Y JHW JAMESTOWN, N. D JMS	NW	4118	3,19	150 200	C	A	BUF		No Service A	
JANESVILLE, WICC JVL JEFFERSON CITY, MO JEF		Pleasant 4-5293 6-2350	See Beloit, Wisc.	200	· · · ·				No Service A	vailable   1.10
JOHNSON CITY, TENN THI			3,54						* * * * * *	
									-	
JOHNSTOWN, FA JST JOPLIN, MO JLN	AL	9-1144	3,19	250	C	· · · ·	MKC	6	.50 .40	1,25
	CN	Mayfair 3-2110 Mayfair 3-1817	3	200	A	C	MKC		.40	.85
	OZ		3,54	200			C			
JUNEAU, ALASKAJNU	100			600	1 x		C			
JUNEAU, ALASKA JNU	ES	6-1400	6							
	PAA	6=1400,	4,8,16		1::::		C		1.00	1.00
JUNCAU, ALASKA JNU  JUNCTION CITY, KAN MHK KALAMAZOO, MICH AZO	PAA	6-1400,	See kanhattan, Kan.	200			C			
JUNCTION CITY, KAN MHK	ES. PAA. PN LC 0 NO WC	6-1400. 6-1455. Fireside 9-2669 . Fireside 9-2646 . SK-6-5053	4,8,16	200 200 150	C		GMG		.50 No Service A	1,00 vailable
JUNCTION CITY, KAN PMK KALAMAZOO, MICH AZO KALISPELL, MUNT PCA KAMILOOFS, B. C IKA	ES . PAA. PN	6-1400. 6-1455. Fireside 9-2669 Fireside 9-2646 SK-6-5053	4,8,16. See hanhattan, Kan.	200	C C C	C C C			.90 No Service A	1.00 vailable
JUNCTION CITY, KAN MHK KALAMAZOO, MICH AZO KALISPELL, MUNT FCA	ESI PAA. PN LLGB NO MC GF BL	6-1400. 6-1455. Fireside 9-2669 . Fireside 9-2646 . 3K-6-5053 . 109 . Midway 4-5001 . GRand 1-4-40.	4,8,16. See Nanhattan, Kan. 3. 3. 3. 3. 3. 3. 9,1,5,22,52	200 200 150 200 200 200	C C C	C C C	GMG	G	.90 No Service A	1.00 vailable
JUNCTION CITY, KAN. PHIK KALAMAZOO, MICH. AZO KALISPELL, MUNT. PCA KAMIGOPS, B. C. IKA KANAB, UTAH	EG PAA. JPM LC to WC CF BL	6-1400. 6-1455. Fireside 9-2669 . Fireside 9-2646 . 5K-6-5053 . 109	4,8,16. See kanhattan, Kan.	200 200 150 200 200	C C C	C C	GMG		.90 No Service A	1.00 vailable

N

U.S.A. AND CANADIAN CI	TY DIRECTORY		1	Maximum					Piet Up a	-LOUISVIL
CODE CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Walght Par Piace	Ruil	Mater Freight	Customs Facilities	Bus	Per 100 Lb.	Walnum
CANSAS CITY, MO MKC	EL	VI-2-6252	3	200	A	A	C		.70	1.60
(Concluded)	TW	GRand 1-6515 GRand 1-4400	3,54.	4000	A	A	AC AC	::::	.70	1.60
EARNEY, NEB EAH	FL	ORand 1-1133 CE-6-2921	10	200	A	Α	AC DEN	::::	.70	1.60
MENE, N. H EER	MD	1910	3	200	C	C	BOS		.65	1.10
ELOWNA, B. C YAX ENHI, ALASKA ENA	CP	206	3	200					.25	1,00
ENNEWICK, WASH PSC ERRVILLE, TEX ERV	TT	CL=7=4050	See Pasco, Wash.	150	· · · ·		DAT		No Service A	vailable
TCHIKAN, ALASKA KTN	PAA	3131	8,16	600			A K			
STCHUM, IDA SUN	WC	CYpress 6-5510	See Hailey, Ida	150 400	·	С.	GEG AC		No Service A	
EY WEST, FLA EYW			See Longview	200					No Service A	
MBERELY, B. C YXC NG SALMON, ALASKA AKN	PN	Ul-2-3511	3	200					.60	1.00
NGMAN, ARIZ IGM NGSPORT, TENN TRI	PI	%Kyline 3-3630 CIrcle 6-4107	3	200 See Bris	tol	С	LAX		No Service A	
INSTON, N. C ISO	SO	JAckson 3-5006	See Bristol	100	C	C	RDU	::::	No Service A	vailable
TIMAT, B. C YKI AMATH FALLS, ORE LMT	CP	220	3,9	200 150	· · · ·	C	OTH		1.00	1.00
OXVILLE, TENN TYS	AA	7-6264	9,5	500 250	C	C	CHA	G	.60	1.25
	DL	7-6661	9,3	400 100	C	C	CHA	::::	.60	1,25
	PI	2 2 2 2 2 2 2 2 2 2 2	3	200	C	Č.	CHA.		,60	1,25
DIAK, ALASKA NHB	PN	4131	3						.75	1.00
OKOMO, IND. @ OKK OTZEBUE, ALASKA D OTZ	AS	Gladstone 2-3202	3	200 500	C					
CONIA, N. H ICI CROSCE, WISC LCE	NE	2475	3	200	C	е.	LiM		No Service A	vailable
FAYETTE, IND. @ LAF	IC	RIverside 3-1841 CE-5-8536	3,	200	C	* * * *	BTH	* * * * * G	.55	1.10
GHANDE, ORE LGD	Ti	CE-4-5252	3	150	A		BTR		.55	1.10
JUNTA, COLO LHX			See Santa Ana, Calif.							
GUNA BEACH, CALIF SNA KE CHARLES, LA LKC	EA	HE-6-3656	19,9	200	A	A	C	a	.55	1.35
MELAND, FLA IAL	TT	HE-3-8511	9	150 200	C	A C	TPA	G	.55	1.35
	RD	MUtual 3-5875							.75	1.50
AKEVIEW, ORE LKV	WC	WH-7-2211	3	150	C	C C	PDX MAL		No Service A	
MAR, COLO LAA NCASTER, CAL WJF	CN	167	3	200	LAX	::::	DEN			1::::
MCASTER, PA LNS	AL	LOwell 9-0461 LOwell 9-0446	3,19	150	C			G	.55	1.35
ND O'LAKES, WISC INI.			Served through Rhinde	elander, W	isc.					
NDER, WYO RIW NSING, MICH LAN	CA	IVanhoe 5-2744	See Riverton, Wyo.	250	A	A	YIP	G	.55	1.35
RAMIE, WYO LAR	FL	IVanhoe 4-7467 FRanklin 5-5656	3	200	C	C	TIP		No Service A	
AREDO, TEX LRD AS VEGAS, NEV LAS	BL	3-3645	3,54,	150 200	A C	A C	AC LAX	0	.40	1.25
	PC	DUdley 2-2622 DUdley 2-7306	19,54	200 250	C	C	LAX		.75	1.45
	UA	DUdley 2-0505 DUdley 2-2100	9,6	200	C	C	LAX		.75	1,45
AUREL, MISS LUL	S0	3440	3	100			Lim		.60	1.20
AWRENCE, MASS LWM AWTON, OKLA LAW	NE	Elgin 3-4512	3	200	C	A	DAL		No Service A	vailable
	CH	Elgin 3-8600	3	200	C		DAL		No Service A	
ETHON, S. D	TC	50	3	300	C	С.	GTF C		No Service A	.75
EWISTON; IDA LWS EWISTON, ME LEW	NE	SHerwood 3-1545	3	150 200	C	C	GEG PWM		No Service A	1.00
EXISTOWN, MONT LAT EXINGTON, KY LEX	FL	KEystone 8-9621 4-1569	9,3	200	C	C	GTF CVG	G	No Service A	vailable
activiting that the transfer	EA	4-5795	19	200	C	C	CVG		.65	1.60
IBERAL, KAN LBL	CN	MAin 4-9671	3	200		A			No Service A	
MA, CHIO O LIA INCOLN, NEB LNK	BN	CApital 5-0075	3	200	· · · ·	С.	CMA		.50	1.10
	UA	HEmlock 2-5391 HEmlock 5-4371	9,6,10,5	300	A	C	OMA	G	.55	1.25
ITTLE ROCK, ARK LIT	AA	FRanklin 4-933) FRanklin 2-0207	5,10,52	250 200	A	A	MEM		.45	1.10
	DL	FRanklin 4-6418 FRanklin 4-2040	9	300	A C	C	MEM		.45	1.10
	TT	FRanklin 4-6312	3	150	С	С	HEH		.45	1.10
OGAN, UTAH LGU OGANSPORT, IND	WC	SKyline 2-5301	See Kokomo, Ind.	150	C	Α	OTF		No Service A	
DNDON, KY LOZ ONDON, ONT YXU	PI	VO 4-2250	3	100	· · · ·	· · · ·	SDF		.50	1.00
ONG BEACH, CALIF LGB	LX o	HArrison 1-8214	20	200	C	A	LAX		.80	1.65
	WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
ONGVIEW, TEX	AA	Michigan 3-2441 MAdison 6-0201	5,15,10,50,500	10000	A	A	C	G	.80	1,65
	BL	SPring 6-2060 SPring 6-2670	3,54	200	A	A	C		.80	1.65
	SK	Madison 6-8484 ORegon 4-4300	10	1000	A	A	C		.75	1.55
	IX	MAdison 4-0192	10,50,15,	5000	A	A	AC AC		.75	1.55
	PC	SPring 6-0440	5,6,10,9	200 1320	A	Α	С		.80	1.65
	Twosessassassassassassassassassassassassass	MIchigan 9441 SPring 6-2000	8,7,23,50	7500 6000	A	A	C		.80	1,65
	WA	SPring 6-2000 SPring 6-2345	6,52	200	Â	A	C		.80	1.65
(Lockheed Air Terminal)		MAAL DOOL	5 15 10	6000	A	A	C	· G	.75	1.55
BUR	AA	MAdison 0201 STanley 7-3411	5,15,10	10000	A	A	6		.75	1.55
	PC	SPring 6-0440	3,19,54	200	A	A	C		.75	1.55
	WA	Stanley 7-3780 THornwall 2-2101	6	300 200	A	A	C		.75	1.65
OUISVILLE, KY SDF	AA	EMerson 8-1666	9,5,52	500	A	Α	C	G	.60	1.50
	DL	EMerson 8-1646	5,9	300 200	A	A	C		.60	1.50
	OZ	EMerson 8-9955 EMerson 8-3312	3,54	200	A	A	C	G	.60	1.50
Continued on next page)										

U.S.A. AN CITY LOUISVILLS (Conclud LOVELL, W) LUBBOCK, 1 LUFKIN, TH LYNCHBURG, MACON, GA. MADISON, V MAGNOLIA,
MANCHESTER
MANIAN,
MANHATTAN,
MANHATTAN,
MANFITAN,
MANSPIELD,
MARPA, TEMMARIAN,
MARIETTA,
MARIANNA
MARIETTAN,
MARIANTO,
MARANA
MARIETTA,
MARIANNA
MARIETTA,
MARIANNA
MARIANNA MCCOOK, NE MCGRATH, A MEDFORD, C MEDICINE I MELBOURNE, MEMPHIS, 1 MENOMINEE, MERCED, CA MERIDIAN, MEXICO CI MIAMI, FLA

MIDLAND, 1

MI NNEAPOLI

MINOT, N.
MISSION, 7
MISSOULA,
MITCHELL,
MOAB, UTAN
MOBILE, AI

ı

		TY DIRECTORY	AIR FREIGHT		Mastrom	Red	Motor	Customs	Ale	-	ILLE-MOBI
CITY	CDDE	CARRIERS	TELEPHONE	AIRCRAFT	Weight Per Piece	Barrers	Freight	Facilities	Bes	Per 100 Lh.	Minimpe
OUISVILLE, KY.	SFD	1									
(Concluded) OVELL, WYO	POY	TW	JUniper 3-5327	See Powell, Wyo.	400	A	A	e			1,50
UBBOCK, TEX	18B	BN	PO-5-7428	9,5,52	200	,	A	DAL	* * * * *	.80	1.35
		CO	P0-3-4646	3,22	200	A	A	DAL		.80	1.35
UFKIN, TEX	LFK	TT	3-4521	3	150	c	A	BUJ			1.35
YNCHBURG, VA	LYH	PI	VIctor 6-6575	3	100	C	C	RIC	0	.75	1.79
ACON, GA	MCN	DL	3-6731	9,3	250	C	0	ATL	G	50	1.35
ADISON, WISC	MSN	EA	2-8901	19,9	200	C	C	MIKE	1::::		1.35
		100	CHerry 9-4816 CHerry 9-6441	6,4,15A	200	A	A	MRCE		.60	1.25
		0Z		3,54	200	A	A	MCE		.60	1.25
AGNOLIA, ARK ANCHESTER, N. H.	- AGO	NE	711 NAtional 3-7201	3	150	C	C	DAL			
ANDAN, N. D	BIS			See Bismark, N. D.	200		C	BOS			Available
ANHATTAN, KAN. ANITOWOC, WISC.	MHK MHM	00	PRospect 8-2152 MUrray 4-5657	3	200	C	C	MKC		No Service	Available
ANKATO, MINN	MKT	NO	3708	3	200	C	Č				Available
ANSFIELD, OHIO ¢	· · · MRF	IC	LAfayette 4-7411 235	3	200 150	C		ELP		No Service	Available
ARIANNA, FLA ARIETTA, OHIO .	MAI	NA	HUdson 2-2726 DRake 5-6350	9	100	. 0	C	PFN	G	-50	1.00
ARINETTE, WISC.	MDM			See Parkersburg, W. See Menominee, Mich.	Va				1::::	1	
ARION, ILL	MNN	10	714	3,54	200	C				No Service	Aveilable
ARION, OHIO o .	··· · MNN	LC	2-2575	3	200	С					
ARQUETTE, MICH.		NO	GRanite 5-4194 4-4336	3	200 150	C	C	DAL		No Service	Available
ARTHA'S VINEYARI	MASS. MVY	NE	Vineyard Haven 1400	3	200	C	C	EWB		No Service	1.00 Available
ARYSVILLE, CALIF ASON CITY, IOWA	MVY	PC	SHerwood 3-5487 1095	3,54	200	C	C	SFO MSP		No Service	Available
					1					.55	1.50
ASSENA, N. Y ATANE, P. Q	YMQ	QBA	Rockwall 4-0505	3	200 400	C	С	Α		No Service	
TTOON, ILL	MTO	02	ADams 4-7100	3,54	200	C				No Service	
YO, Y. T	MILC	CN	CPA	3	500	C	C	DAL	* * * *	No Service	I
ALLEN, TEX	MMEK	TT	MU-6-3707	3	150			BRO		.50	1.00
COOK, NEB	MCK	FL	96	3	200			CRMA		No Service	
GRATH, ALASKA &	MCG	AS	SFring 2-6161	3,4	1000					.35	1 .50
promp, one	· · · MFH	UA	SPring 3-6233	3,19	300	C	C	OTH		.55	1.60
DICINE HAT, ALT	s vvv	WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
LBOURNE, FLA.	MLB	BA	Jackson 6-2605 765	19,9	200 200	C	C	PBI		.70	1,20
MPHIS, TENN	MIN	MA	PArkway 3-6444 WHitehall 8-3374	5,9,10,15,52	200 8000	A	C	PB1 C		.60	1.20
		BN	WHitehall 6-8395	9	200	A	Â	C		.55	1.35
		DL	WHitehall 8-0393 Whitehall 8-2606	22,9	250 6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,19,9	200	Â	Ä	c		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
NOMINEE, MICH.		10	UNIon 3-6677	3	200	C	C			No Service	lva!lable
RCED, CALIF RIDIAN, MISS.	MEI	DL	RAndolph 2-8011	9,3	300	C	C	SFO		.50	1.00
XICO CITY, D. F		SO	5165	3	200	A	C	MHG		.35	.75
ALCO CITI, D. P	· · · MEA	EA	22-12-22	5,15,10	600 200			A			
		PAA	46-46-60	6,2	5000		A	A			
		CMA	12-21-96	3,4,5,24,	200		Α	A			
		AERONAVES	18-50-40	4,5,8,9,144			A	Α			
AMI, FLA	MEA	Avianca	MEwton 3-2491	4,8	660		,	A			
		BN	MEwton 4-1951 MEwton 4-4573	5,10,50	500 700	A	A	AC AC	G	.90	1,80
	1	CA		22	200					.90	1,80
		DL	TUmedo 7-4341 NEwton 5-2661	1,3,8,14A,22 5,10,1-A,53	6000	A	A	AC AC		.90	1.60
		EA	NEwton 4-3571	19,7,23,53A,10,19,						.90	1.80
		Guest		52,9	4000 200	Α	. A	AC		.80	1,60
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1,60
		NA	TUxedo 5-2581	9,5,6,10,52,7,23.	6000	A	A	AC AC		.90	1.80
		NE	MEwton 3-2431	6,22	200	A	Α	AC		.90	1.80
		PAA	FRanklin 3-7383	2,6,10,50,15,53	10000	Α	Α	AC		.80	1,80
		RD	TUxedo 7-3501	1,15	10000	A	A	AC AC		.90 .80	1,80
	1	TW	NEwton 3-6511	7,50	400	A	Â	AC		.90	1.60
		AVENSA		1,6	10000	A	A	AC AC		.00	1,60
LAND, TEX	MAP		MUtual 4-8281			1	1				
		GO	MUtual 2-1114	3,22	250 200	C	C	ELP		.40 .40	1.25
ES CITY, MONT. WAUKEE, WISC. ,	, MLS	AA	CEdar 2-1401	3	200	C	A	GTF		No Service A	vailable
				9 (4,0	00 via MDW		A	C	G	.60	1.65
		EA	SHeridan 4-3327 HUmboldt 1-4600	7,10	250	A	A	C		.60	1.65
		FT	HUmboldt 3-5000	Served through MDW	10000	A	A	c l		.60 .60	1.65
	Ì	NA	HUmboldt 1-0500 HUmboldt 3-0443	3,9	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210 HUmboldt 1-3800	3,54	200	A	A	0		-60	1.65
			MUmboldt 1-3809	9,10,6	300	A	A	C		.60	1.65
MEAPOLIS, MINN.	· · MSP	BN	PArkway 4-8748	9,5,52	500	A	A	0	G	.55	1.30
		EA	PARKWay 1-5508	7,10,52	200	A	A	c c	G	.55 .55	1.30
	1	NO	PArkway 9-8321 PArkway 2-8281	1	6000	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext.	3,9	200	A	A	C		.55	1.30
			204	11,4,6,10,15A,2,52	2000	A	٨	C		.55	1.30
		MA	PArkway 1-4456 PArkway 1-3383	9,6,52	200	A	A	C		.55	1.30
OT, N. D	MOT	FL	TEmple 6-0225	3	200			MEP		No Service Av	railable
SION, TEX SOULA, MONT	· · MMK	* * * * * * * * * * * * * *	TEmple 2-8212	See McAllen, Tex.	200					No Service As	
SOULA, MONT CHELL, S. D	- MSO	NO	2-2471	4	200	C	A	GTF		No Service Av	railable
3, UTAH	· · MOK	FL	AL-3-6401	3	200	C	C	DEN		No Service At	
ILE, ALA	MOB	EA	GReenwood 9-6276 GReenwood 9-1401	7,23,16,52	200 4000	A	A	C	G	.55	1.60
			Secondary Selection	19829209261		A	A		]	.55	1.60
		NA	DIamond 2-3521 DIamond 2-0733	3	100	A	A	C		.55	1.60

J.S.A. AND CANADIAN CIT	I DIRECTORY	ALE FREIGHT		Nation	Rail	Motor	Customs	Ale	MODESTO-N	
CODE CODE	CARRIERS	TELEPHONE	AIRCRAFT	Weight Per Place	Espress	Freight	Facilities	See	Per 100 Lb.	Minimum
ODESTO, CALIF MOD	UA	LAmbert 3-3211	9	200	A	A	SFO PIA		.50	1.25
OLINE, ILL MLI	OZ	2-7591	9,6,10,5	300	A	C	PIA		.55	1.25
CNCTON, N. B YQM	MAR.	EV=4=9151 4=9181	13,22A	1000	C	C	C		.50	1.00
ONROE, LA MLU	30	FA=3=5116	3	300 200	C	0	MSY		.60	1.20
ONT JOLI, P. Q YYY	TT		3	400	C	C			.60	1.20
ONTE VISTA, COLO MVS ONTEREY, CALIF MRY	PC	FRontier 2-7571	See Alamosa, Colo. 3,19,54	200	· · · ·	· · · ·	SPC	G	.55	1.10
	UA	FRontier 9-3157 AM-4-7313	9	300 200	A	C	SFO MSY		.55 .40	1.10
ONTGOMERY, ALA MGM	PA	CHerry 7-7361	9,3	200	A	A	MSY		.40	.85
ONTFELIER, VT MPV ONTREAL, QUE YUL	AF	Capitol 3-2395 University 6-8344 .	7	200	C A	C	BTV AC		No Service A	.75
	AZ	Victor 2-6661 University 6-2901 .	10,53	200 500	A A	AC AC	AZ AC		.45	1.00
	EA	MElrose 1-3870 University 1-3411 .	14A	10000	C A	C	AC AC		No Service Av	.75
	NE	MElrose 1-8591	22	200	C	C	A	::::	.50	1.25
1994 OLOS UNDURANT	TC	HUnter 9-5781 CHerry 9-4236	12,13,7,22,530	1500 200	A C	A	A DEN		.45 No Service A	1.00
MTHOSE, COLO MTJ REHEAD CITY, N. C MRH	PI	PA-8-4734	3	100	C	C	C		.35	.75
RGANTOWN, W. VA MGW	OA	2-3301	3	150	C	С	PIT	G	.55	1.25
SCOW, IDA PUW SES LAKE, WASH EPH			See Pullman, Wash. See Ephrata, Wash.							
DULTRIE, GA MGR	SO	YU-5-4048 ATlas 8-3629	3	100 200	C				.75	1.50
NCIE, IND MIE	CA	3-1870	3,4	250 200	A C	C	C MICC	G	.50 No Service A	
SKOGEE, OKLA MKG	CN	MUrray 7-5494	3	100	C		CHS		.45	.85
NTUCKET, MASS ACK	PI	Hillcrest 8-6559	3	200	C	C	EWB		No Service A	
ASHVILLE, TENN BNA	AA	CHapel 2=6336 ALpine 5=5323	5,9,10,15,52 10,9 9,19,10,7	4500 500	A	A	C	G	.55	1.10
	EA	Alpine 5-7412 CHapel 2-4363	9,19,10,7	200	A	A A	C		.55	1.10
	SO	Alpine 4-0546 Alpine 4-7726	7	200	A	A	C		.55	1.10
TCHEZ, MISS REZ	30	6963	3	100	0		::::		.75	1.50
LSON, B. C YCG W BEDFORD, MASS EWB	CP	WYman 9-6441	3	200	A	C	C THN		.55	1.10
W BERN, N. C EWN	NA	MElrose 7-5151 MElrose 7-3972	3	100	C A	C	13-01		.55	1.10
W HAVEN, CONN HVN	AL	HObart 7-1610	9,19	150	Λ	A.	C		.55	1.25
	EA	HObsrt 7-6311	19	200	A	A	C.		.95	1.25
W IBERIA, LA LET			See Lafayette, La.							
M LONDON, CONN GON W ORLEANS, LA MSY	AL	HIlltop 5=7405 LA=4=3411	9,5	150 200	C	A	AC AC		.50	1.25
a ditanney and the tree	CA	KEnner 4-3500 KEnner 4-3658	22,8	200 6000	C	A	AC AC		.55	1.25
	EA	KEnner 4-3601	7,10,23,53A,52,9	4000	C	A	AC AC		.55	1.25
	NA	KEnner 4-3616 JAckson 2-6391	2,6	2000	C	A	AC AC		.55	1.25
	50 ,	KEnner 7-0158 CAnal 8374	3	200 4500	C	Â	AC		.55	1.25
	TT				C	A	AC AC		.55	1.25
W PHILADELPHIA, OHIO @ PHD	IC	4-2729	3	200						
W YORK, N. Y., or NEWARK,	AA	HAvermeyer 4-7600 .	9,5,15,52	10000	A	A	AC	G	1.00	2.00
N. J. (La Guordia) LGA	CA	MItchell 2-3002	22,8	200 500	A	A	AC AC		1.00	2.00
	EA	NE=9=8200 ILlinois 7=3000	9,3,0,22	200	A	A	AC		1.00	2.00
	NY	DEfender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00
	TW	OXford 5-4525 ILlinois 8-4900	8,7,19	400 6000	A	A	AC AC	****	1.00	2,00
(Idlewild) IDL	AA	HAvermeyer 4-7600 .	5,9,10,15,50,500,52 .	6000	A	A	AC	G	1.00	2.00
(integring) inn	ART	Olympia 6-6160 SI-6-7341	17	550	A	A	AC AC			
	AEHONAVES	OLympin 6-5800	7	200 660	A .	A	AC AC		1.00	2.00
	AVIANCA:	ST-6-7341 JUdson 2-6500	10,53	440	A	A	AC		1,00	2,00
	BA	Olympia 6-5600 Olympia 6-5243	50	500	A	A	AC AC		1.00	2,00
	Cobuna	HAvermeyer 9-5340 .	3,22,7	200	A	A	AC		1.00	2.00
	Dharasasasas	Olympia 6-5822 Olympia 6-5109	8,10,53	200 4000	A	A	AC AC	* * * *	1,00	2,00
	IH	Olympia 6-5560	7	650	A	A	AC AC			
	KIE.	OLympia 6-5290 Whitehall 4-3490	2,10,15,23,8,7	10000	A	A	AC AC		1.00	1.75
	NE	OXford 7-8181 OLympia 6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
	NY	MUrraynill 7-4680 . DEfender 5-6600	11,6,10,15A,2,52,53B. 20,21	200	A	A	AC AC		1.00	2.00
	PAA	EX 2-5700 OLympia 6-5748	20,21	10000	A	A	AC AC		1.00	2.00
	SAB	JUdson 6-1050	14,9,5,15,10	440	A	1	AC			
	[N]	Olympia 7-8000	5,6,15	1000	A	A	AC			
	1	Plaza 7-4433 JUdson 6-5210	22A	6000 500	A	A	AC AC		1.00	2.00
	Tim'.	Olympia 6-5997 OXford 9-4525	4.0.2	4000	A	A	AC AC		1.00	2,00
Mary and		Olympia 6-5777 MArket 3-4062	8,7,23,50	6000	A	A	AC AC	G	1.00	2.00
(New re ENR	11	MItchell J-3888 Market J-2041	13.19.9	150	A	A	AC AC		1.00	2.00
	14	MItchell 2-1002	22,8,	200	A	A	AC		1.00	2.00
	M	Market 3-3543 Mitchell 3-8389	23,7,10,19,52	6000 4000	A	A	AC AC		1.00	2.00
	17La	Market 4-3700 MItchell 2-0333		200	A	A	AC AC		1.00	2.00
	Missississississississississississississ	MArket 4-1953	9,5,6,10,7	200	A	A.	AC AC		1.00	2,00
	NY	MItchell 2-8681	20,21	200	A	A	AC AC	::::	1.00	2.00
			Marial Maria and a service of							
ENCASTEF, WYO ECS	TA	MArket 3-5640 Market 2-2369	19,70,6,5	60000	A	A	AC DEN	::::	1.00	2,00

CITY NEWPORT, NEWPORT I NIAGARA I NOME, ALA NORFOLK, NORTH BEN NORTH BEN NORTH BOS NORTH BOS NORTH PL/ NORWALK, OAKLAND, OCALA, FI ODESSA, T OCEN, UT OCENSBURG OIL CITY, OKLAHOMA OLYMPIA, ONAHA, NE OMAK, WAS ONTARIO, ONTARIO, OSHKOSH, OSSINING, OTTAWA, OTTUMMA, OWENSBORG OXNARD, C FADUCAH, FAGE, ARI PALATKA, PALMDALE, PALM SPRI PANAMA CI PARIS, TE PASCO, WA PASCO ROBI PATERSON, PANTUCKET PATETTE, PEARL HIV PECOS, TH PENDLETON PENSACOL PERU, INC PHILADELE

U.S.A. A

PIERRE, S

S.A. AND CAN	ADIAN CIT	Y DIRECTORY			Maximum	Rail	Mater	Customs	Air	Pick Up on	ORT-PIERF
aty	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Weight Per Piece	Express	Freight	Facilities	Bes	Par 100 Lis.	Minimum
LINOUT 150	PPV	NE Séasonal	1099	3	200	С		c			
EWPORT, VI		CA	WArwick 8-1141	3,4	150	C	c	c	G	.55	1.35
WPORT NEWS, VA.	mr	NA	LYric 6-1571	5,6	200	C	C	0	G	.55	1.35
Adama Patte B	W 716	PI	LYric 6-2621	Served through Buffale						.60	1.95
AGARA FALLS, N.	2+ + 4202	CA		Served through Buffalo Served through Buffalo	D N. Y.					.65	1.95
		MO		Served through Bullah	o N. Y.					.65	1.95
ME, ALAJKAO	0056	AL	MAin 199	3,4	200					No Service A	
RFOLK, NEB	CFK	FL	FRontier 1-5600	3	200				6	No Service A	vailable
RFOLK, VA	ORF	NA.	Ulysnes 3-4378	5,4,22,8	250	A	0	C.		.55	1.25
		FI	'Illysses 5-4761	3	100	A	2	C C	G	.55	1.25
TOUR WAY OUT	TYR	TC	10well 5-4978	22	500	C	· c	C:		.50	1.00
TH BAY, ONT	OTH	WC	SKyline 9-1011	3	150	A	Α	C		No Service A	Vallable
RTH EAST CAPE,	ALASKA ©	AS			500						
TH MOLLYWOOD,	CALIF. C	LK	LE=2=3000	3,9	200	С.		LAX DHN		No Jervice /	vailable
WALK, CONN		FL		19	200					No Service A	
CLAND, CALIF	OAK			See San Francisco, Co	1						
ULA, FLA	OCA	EA	MA-2-3207	19	200	A	C	TFA	G	.35	1.25
essá, tex	MAF	AA	FE-7-3561	9,3	250	C	C	ELP		.40	1.25
EN, UTAH	OGD	WG	EXport 4-4533		150	C	A C	DEN		No Service I	1.10
NSBURG. N.Y	OGS	MO	1226		200						
CITY, PA LAHOMA CITY, OK	IA. OKC	AA	MElrose Z-6378	9,5,10	500	A	A	DAL DAL	G	.60	1.20
		BN	MUtual 5=5113 MUtual 5=7791	3,22	200	A	Ä	DAI.		.60	1.20
		CN	MUtual 5-7744		200	A	A	DAL		.60	1.20
MPIA, WASH	MID	WC	Milrose 8-3377 FLeetwood 6-6645.		150	C	A	C		No Service	Available 1.25
HA, NEB	OHA	BN	WEbster 0682 WEbster 8900	3,9	50U 200	A	A	C	G	.55	1,25
		NO	ATlantic 9876	. 3	200	A	A	C		.55	1.25
		0/2	Harney 7957		200	A	A	C		.55	1.25
IK, WASH	OMK	UC	612	. 3	150	C	C	GEC		No Service	Available
ARIO, ORE	ONO	WC	Tucker 9-5632 Yukon 6-6724	3,54	150 200	C	C	LAX		.65	1.40
TARIO, CALIF	07/1	BL			150	C		LAX		.65	1.40
ANGE, CALIF. ©		IX		. 20	200			LAX			
LANDO, FLA	ORL	DL	CHerry 1-4530	. 5, LA	4000	A	· · · ·	TPA		.60	1.20
		NA	4-4524	9,10,23,52.	5000	A	A	TPA		.60	1.20
	0.00	RD	GArden 5-2096	3,9	6000	A C	A C	TPA		,65	1.29
HKOSH, WIS SINING, N. Y	USB	NY.	BEverly 5-3105	. 20	200			LGA AC		No Service	
TAWA, ONT	YOW.	EA	TA 2-0475	. 22	200	C	C	C		.50	1.00
TUMWA, IOWA	OTM	OZ	MUrray 2-1660	. 3,54		A	A C	PlA SDF		.50 No Service	Avstlable
ENSBORC, KY.	OwB	EA	MUrray 3-1985 MUrray 4-2976	. 19	200	C	0	SDF		No Service	Available
NARD, CALIF		PC	HUnter 3-4014	. 19,54		C	0	EVV		No Service	1.6
DUCAH, KY	PUK	DL	31732	. 3,54	. 200	A	C	EVV		.55	1.8
GE, AHIZ	PGA	PL	MIdway 5-2404	. 3							1
LATKA, FLA	PLK	RD		. 1 (Demand Service)	6000			LAK		No Service	
IMDALE, CALIF.	· · · PMD	PC		. See Lancaster, Cal.	200					1	1
IM SPRINGS-IND	PSP	WA	FAirview 5-2709 .	. 6	200	C	C	SAN		No Service	Available
NAMA CITY, FLA.		Blossessesses	FAirview 5-5053 . POplar 3-9067	. 3,54	. 200	A	C	C	G	.80	1.10
		50	Street 5-6166	. 3	. 100	C		DAL		.55	1.2
RIS, TEX	VA PKB	AA	Sthmset 4-8535 Hudson 5-5542	. 9	. 250	C	C	PTT	0.	.60	1.6
indicate and in the same of th		AL	Hudmon 5-4541 GArfield 8-6787 .	3,19		C	C	PIT		•60	1.6
200, WASH	PSC	PI	Liberty 7-5547.	. 3		C	C	GNG		.50	1.5
			1700	. 19,54	200	C	C	LAX			1
AGO ROBLES, CAL ATERGON, N. J.	PNJ	NY		. 20	. 200			I.GA PVD			
WTUCKET, B. I.	+ + * SFE	Minerananana	POplar 2=62j0			1					1
YETTE, IDA	Y PJR				150	c	1	ELP		No Service	Aveilable
ENDLETON, ORE.	PEQ	Tierenesses	HI-5-2738	. 9,5,6	400	C	A	GEG		.45	1 .9
		WC	Chestview 6-2461. HEmlock 2-2314.	. 3		C	A	GEG	G.	.50	.9
NSACOLA, FLA.		NA	HEmlock 2-5152	. 9	. 400	C	A	C	1::::	.50	.9
NTICTON, B. C.	YYF	CF	2947	. 9	. 250	C	C A	C		.50	1.4
ORIA, ILL	· · · · PIA	OZ	7-3548	. 3,54	. 200	C	A	C		.50	1.4
THE THE	roans		1	. See Kokomo, Ind.							
ERU, IND				1			A	C	0	.60	1.5
HILADELIHIA, PA	PHI	Alax	SAratoga 7-7977 . SAratoga 7-7979 .	. 3.19	. 150	A	A	C			1.2
		CA	SAratoga 7-6009 . SAratoga 7-9912 .	. 3,4,22	6000	A A	A	C		.60	1.9
		DL	Strutors 9-2115 .	. 10.7.19.8		A	A	С		.60	1.5
		PT	SArutoga 6-7100 .	. Served through	. 10000	A	A	c			1.5
		NA	SAratoga 6-2235 .	. 5,6,23,52	4000	A	A	C		.60	1.5
		NE	SAratoga 4-0310 . LOcust 8-1360	. 50	. 600	A	A	C		.60	1.5
		RD	SAratoga 4-0332 .		. 0000	A	A	C		.60	1.5
		TW	SAPSTORB 7+9234 .	. 5.15.6.10.53.50c ·	. 6000	A	A	C		.60	1.5
HILIPSBURG, FA.	POE	AL	Dickens 2-1670 Alpine 8-6761	. 3,19	150	0	, . c	DUG	. G	.55	1.4
HOENIX, ARIZ.	FMD	BL	Alpine 8-6466	. 3,54	. 200	C	C	DUG		.55 .55	1.4
		FL	BRidge 5-7521	. 3,9	200		C	DUG		.55	1.6
		TW	BHidge 5-6271	. 6,52	. 200	C	C	DUG		No Servic	1.4 re Available
TERRE, S. D	, . PE	100	CApital 4-9846	9,6			C	OBSA			1 -7
		WA	ompress determs.								
				1	1					1	

U.S.A. AND CANADIAN C	ITY DIRECTORY			Maximum	1 -					FF-SAGINAV
CITY CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Weight Per Piece	Rati Espress	Meter Fraight	Customs Facilities	Air Bua	Per 100 Lis.	Malaun
PINE BLUFF, ARK PBF	TT	JE-4-8612•	3	150	C		MEM		.50	1,00
INCHURST, N. C SOP ITTSBURG, KAN PTS	11	Sou. Pines 2-8941	3,54	100	C	C	RDU		1.00 No Service A	100
ITTSBURGH, PA PIT	AA	SPaulding 1-2255. SPaulding 1-3514.	3,19	250 150	A	A	C	G	.80	1.55
	AL	SPaulding 1-1600.	3.4.8.22	250	A	A	C		.80	1.55
	EA	SPaulding 1-3100. SPaulding 1-4938.	9,7,19,52	200	A	A	0		.80	1.55
	NW	SPaulding 1-1000. EXpress 1-3240	8,7,19,50,23	3000	A	A	0		.80	1.55
	UA	FEderal 1-6137	10	200	A	A	0		.80 .55	1.55
TTTSFIELD, MASS PSF	MD	2=8635 9857	3	200	0	E C	BDL BDL		.55	1,30
PLAINVIEW, TEX PVW PLATTSBURG, N. Y PLB	EA	CApitol 4-7829	19	200	- · · · ·		DAL	* * * * *	No Service A	.75
OCATELLO, IDA PIH	WA	1983	3	200 150	C	0	GTF	G	.55	1.15
OMONA, CALIF.O JPO	IX		20	200			LAX			
ONCA CITY, OKLA PNC ORT ANGELES, WASH CLM	WC	ROgers Z-1611 GLencourt 7-3101.	3	200 150	C	A	MKC C	1::::	No Service A	vailable vailable
ORT ARTHUR, ONT YOT ORT ARTHUR, TEX BFT	TC	YU-2-4321	9	300		* A * *		::::	.50	1.00
one manning that I I have	EA	YU-3-3317	19,9,	500	C	A	C		.55	1.50
ORTLAND, ME PWM	TÎ	SPruce 4-3941	9,3	200	Α	. c	PWM	::::	-50	1.50
ORTLAND, ORE PDX	AS	ATlantic 8-5073 . ATlantic 1-1158 .	1	10000	A	A A	C	0	.65	1,50
	NW	ATlantic 7-110) . CApitol 7-6675 .	4,6,10,2,52	2000	A	A	C .		.65	1,50
	PC	ATIantic 8-6101 .	19,54	200						1.50
	UA	ATIantie 8-5043 . ATIantie 7-2411 .	9,6,10,5,53,500,15.	400	A	A A	O.	1::::	.65	1,50
	WA	ATlantic 7-3221 . ATlantic 8-5551 .	3	200 150	A	A	C		.65	1,50
ORTSMOUTH, OHIO Φ PMH DUGHKEEPSIE, N. Y FOU	I.C.	Blackburn 9-6321. GRover 1-3900	3	200			ALB		No Service A	
WELL, WYO POY RESCOTT, AHIZ PRC	FL	SKyline 4-4222	3	200	0	0	GTF		No Service A	
	Harrister	252	3	200	C	C	DUG		.65	1.20
RESQUE ISLE, ME PUI RINCE GEORGE, B. C YXX	NE	4931	3,6,9	200	A C	A C	HUL		No Service A	
RINCE RUFERT, B. C YPR	CP	3213		200	C		C		No Service A	* * * * *
RINCETON, W. VA BLF ROVIDENCE, R. I PVD	PI	REgent 9-3100	9,19	150	A.	A	C		.50	1 1.35
	FT	REgent 7-9616 Elmhurst 1-8500 .	8,10	, Mass.	Α	A.			.50	1.35
	NA	REgent 9-1405 UNion 1-3300	3	200	A	A	C	::::	.50	1.35
	UA	TEmple 1-6950	6,10	300	A	A	0		.50	1.50
UEBLO, COLO PUB	00	WHitney 8-3316	3,22,	200	C	A	DEN	G	.55	1.25
	FL	WHitney 8-3323	3	200	C	A	DEN GEG		.55	1,25
ULIMAN, WASH PUW UEBEC CITY, QUE YOB	TC	LOgan 7-3761	3	150 600	C	C	C		.75	1.00
DESNEL, B. C YQZ	CF	60	3,54	200	C	C	STL	1	.75	1.75
ALEIGH, N. C HDU	CA	TEmple 2-3876	3,22	150	C	A	C	G	.70	1.50
	PI	TEmple 2-7380 VAnce 8-5721	8,19,7,9	100	C	Â	G	G	.70	1.50
APID CITY, S. D RAP	FL	FILLMore 3-6361 . FILLMore 3-5544 .	3	200	C	C	DEN		1.05	1.10
AWLING, WYO HWL	WA	FIllmore 2-7110 .	9	200	C	0	DEN		No Service A	1.10
EADING, FA RDG	AL	EAst 4-4971 FRanklin 4-4508 .	3,19:	150	A	Č	PHL PHL	2222	.45	1.35
	CA	FRanklin 5-8565 . 4-4947	19	200 150	A A	C	PHL		.45	1.35
ED BLUFF, CALIF RBL	TW	FRanklin 6-7353 . LAurence 7-1701 .	3	200	A C	C	PHL ACV		No Service A	1.35 vailable
EDDING, CALIF RDD	Michael Contract	CHestnut 3-1211 .	3,54	200	С	С	ACV		No Service A	vailable
EDMOND, ORE RDM EGINA, SASK YQR	TC	LAurence 2-5622 .	(See Hend, Ure.)	500	C	C	C		.50	1.00
EHOBOTH BEACH & REH	BL	FAirview 9-0001 .	3,54	200	C	С	SFO	3	.50	1.25
	WA	FAirview 9-1020 . FAirview 3-1801 .	9,5,6,10	400	6	6	SFO		.50	1.25
HINELANDER, WIS RHI	NO	FOrest 2-6316	3	200	C	C			No Service A	
CCHLAND, WASH PSC ICHMOND, IND. p RID	1C	4-1121	See Pasco, Wash.	200						
CHMOND, VA RIC	EA	7-4605	8,19	200	A A	A	C	::::	.45 .45	1.25
	PI	REpublic 7-4186 . REpublic 7-4101 .	9,6	200	A	A	C	G	.45	1.25
		, , , , ,				-				
IMOUSKI, F. Q YEW IVERSIDE, CALIF JRD	BL	Overland 9-6221 .	3	400 200	· · · ·		LAX		No Service A	vailable
TVERTON, WYO BIW	Flancasasasas	ULater 6-3552 EMpire 6-3455	3	200	C A	C A	DEN		No Service A	
mounty vac v v v v DA	EA	6-0351	19	200	A	A	RIC		.45	1,00
CHESTER, MINN RST	BN	ATlas 9-4591	9	100 200	C	A	RIC	G	.45	1.00
	0Z	AT1as 2-1709	4	200	0	A	C		.35 .35	.85
OCHESTER, N. Y ROC	AA	FAirview 8-4040 . BEverly 5-8524.	3,54	500	A	C	AC AC	G	.55	1.25
	FT	BAker 5-1473	3,4,8,22 Served Through Buffal	o N. Y.					.55	1.25
OCKFORD, ILL RFD	MO	FAirview 8-1550 . 5-0661	3,54	200	A		AC		.55	1.25
	WO	WOodland 9-1400 .	3	200					.75	1.75
CKLAND, ME RKD	FL	804	3	200	C	С	C DEN	1:::	No Service A	1.00
OCKY MOUNT, N. C RMT	CA	2-2144	3	150 200	C	C	ATL		.50	1.50
ME, N. Y UCA			19	150			OTH			
DSEBURG, ORE RBG	WC	ORchard 3-3231 MA-2-7432	3	200	C	A C	ELP		.35	.75
SS BAY, LAB YRF	QBA		3	400 200	· · · ·	· · ·	6		.75	1.00
HIYN, DUE, YIV	WC	ORchard 8-7402	20	150 200	Λ	A	GFT LGA		No Service A No Service A	vailable
PERT, IDA BYI	WV			- cuu					No Service A	- HAMMAN
JPERT, IDA BYI JTHERFORD, N. J RTF JTLAND, VT RUT	NY	PRospect 3-6990 .	19	200	C	C	BTV		No Service A	
DIYN, QUE. YUY UPERT, IDA	NY	PRospect 3-6990 . GArden 8-7200 GArden 1-1000	19, 3,54	200 400	A	C	SFO SFO	G	.60 .60	1.35
PERT, IDA BYI PTHERFORD, N. J RTF PTLAND, VT BUT	NY	PRospect 3-6990 . GArden 8-7200	19	200	A	C	SFO	G	.60	1.35 1.35 1.35

SALEM, C SALINA, SALINAS, SALISBUR SALT LAK SAN ANGE SAN BENT SAN BERN SAN DIEG SAN JUSE, SAN JUAN, SAN LUIS SANTA AN SANTA BAJ
SANTA CLU
SANTA CHE
SANTA CHE
SANTA PE,
SANTA MAI
SANTA MO
SANTA ST
SANTA MO
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SANTA

> SEATTLE, (Boeing SELMA, AL SEVEN ISL SHEFFIELD

SHERIDAN,

U.S.A.

SAGUENA: SAINT JO ST. JOH ST. JOSE ST. JOSE

ST. LOU

ST. PAUL

S.A. AND CANADIAN CE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Waight	Rail	Mater Freight	Customs Facilities	Air Bus	Par 100 Lb.	d Delivery Minimum
				Per Piece					No Service As	
GUENAY, QUE YEG	TC.	3-1231	22	250 500	C	C	0		.50 .50	1.00
. JOHN'S, N'FLD YYT	MAR.	2370	3,1,4	1000 500	A	Ā	A			
JOSEPH, MICH STJ	FL	ADams 4-7919	See Benton Harbor	200	6	С.	c		.55	1.35
	OZ	ADams 2-6066 PArkview 5-5510	9,5,10,15,52,580.	200 7000	C.	C	C		.55	1.35
. LOUIS, MD STL	AA	PErshing 1-2243	9,600	200	Ä	Ä	C		.60	1.60
	DL	PErshing 1-2231 PErshing 1-2194	9,5,10,1-A.	6000	A	A	C		.60	1.60
	EA	PErshing 1-0510 PErshing 1-0990-3 .	9,19,10,52	200	A	A	C		.60	1.60
	TV	GEneva 6-4800	8.7.19.50.23	7500	A	A	C		.60	1.60
r. PAUL, MINN MSP			See Minneapolis, Minn	i						
r. PETERSBURG, FLA. PIE	EA	HEmlock 5-2121	7,9,52,8,10,19	200	A C	C	AC AC	0	.75	1.50
	DL	HEmlock 6-7754 HEmlock 5-2161	9. 2	300 200	A	0	AC		.75	1.50
	NE	TAmpa 7-8492	Served Through Tampa	200	A	C	AC			
	ED	REdwood 6-1351	1	6,000	Α	C	AC		.75	1.50
	TC	5-7611	Served Through Tampa Served Through Tampa	300			POK	· · · · ·	.50	1.00
LEM, ORE SLE	UA	EMpire 2-2441 JUstice 1-2448	3	300 150	C	A	PDK	G	.50	1.00
LINA, KAN SIN	CO	TAylor 7-5553	3	200	C	A	MIKC	0	No Service A	1.00
LINAS, CALIF SNS	UA	HArrison 4-7686 3158	3	200 150	C	A			.50	1.25
LISBUHY, MD SBY LIT LAKE CITY, UTAH. SLC	BL	DAvis 8-8656 EMpire 3-6796	3,54	200	A	0	DEN DEN	G	.40	1.10
	UA	DAVIS 8-8044 DAVIS 2-0186	9,5,6,10,15,50:	6000	A	C	DEN		.40	1.10
	WA	DAvis 8-0576	3,22	150 200	A	C	DEN SAT		.40	1.10
N ANGELO, TEX SJT	CO	7196	3	150	C	C	SAT		.50	1.10
N ANTONIO, TEX SAT	AA	TAylor 4-1401 Taylor 2-3351	5,15	6000 500	A	A A	C	G	.55	1.10
	BN	CA-5-6303	4,2		A	A	C		.55	1.10
	EA	TAylor 6-8591 TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
	TT	TAylor 6-6301	3	150 150	A C	Α	DAL		.55 No Service A	l.l
N BENITO, TEX HRL N BERNARDINO, CALIF.JSB	TT	GA-3-4200	20	200	C		LAX		No Service A	
N DIEGO, CALIF SAN	WA	YUkon 6-1119 CYpress 6-6128	5,10,500	600	C	Α	LAX AC	0	.65	1.5
IN DIDUO, CADITY CAN			3,54,	(10,000	Vis LAX)	Ι.	AC		.65	1.5
	BL	Ofpress 6-6144 Ofpress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
	VA	BElmont 4-7171 CYpress 8-8861	9,5,6,10,50c	200	C	A	AC AC		.63	1.50
				200						
ANDSPIT, B. C YZP AN FRANCISCO, CALIF. SFO	CP	YUkon 2-4620.	5,15,50,10	6000	A	A	AC	G	.80	1.70
	FT	Plaza 5-9405 JUno 3-3612	1,15,23	10000	A	A	AC AC			1.7
	PAA	EX-7-1414	1 15 10 50	4000	A ·	A	AC AC		.80	1.7
	PC	Plaza 5-9200 YUkon 2-5800	3,19,54	7500	Â	Ä	AC		.80	1.7
	UA	JUno 8-2424, JUno 8-144)	9,19,6,10,53,50c	6000	1 4	A	AC		.80	1.7
	WA	PLaza 6-0677	6,52	200	A	1	AC AC		.80	1.7
AN JOSE, CALIF SJC	WC	Plaza 6-8555 CYpress 5-5408	3,19,54	200	C	Ĉ	SFO		1.00	2.0
AN JUAN, PUERTO RICO.SJU	DL	9=0045	7	200		Α	AC			
	AVIANCA	9-0020	10,6,23,038	4000 6000	C	A	AC AC		.60	1.3
	PAA	3=8000	1,2	6000		A	AC			
	TRC	SAn Juan 9-0037	4,6,2	4000	C	Α.	AC		.65	1.0
AN LUIS OBISPO, CALIF.									No Service	Available
ANTA ANA, CALIF SNA	BL	Enterprise 1-1513 . Kimberly 5-1146	3,54	200	C	C	LAX		.65	1.5
JSA	LX p	WOodland 8-5121	20	200 uspended	C	C	LAX		No Service	Available
ANTA BARBARA, CALIF. SBA	UA	WOodland 7-1255	9.6 See San Jose, Calif.	200	Α	A	LAX		No Service	
ANTA CLARA, CALIF SJC ANTA CHUZ, CALIF WVI							ELP	G	1.05	1.1
ANTA FE, N. M SAF	CO	Yleca 3-6397		200 250	C	C	ELP		1.05	1.1
ANTA MARIA, CALIF SPX	TW	WAlnut 5-8835	3,19,54	200	C	C	LAX		No Service	
ANTA MONICA, CALIF. 0 SMO ANTA HOSA, CALIF STS	PC	Liberty 2-7095	3,19	200	C	C	SFO		No Service	Available Available
ABANAC LAKE, N. Y SLK ARASOTA, FLA SRQ	EA	Elgin 5-6447	9,52	200	A	C	TPA	1	.50	1.0
monately rame One	RD		(Demand Service)						.50	
ASKATOON, SASK YXE	TC	8224	13,22	400	C	C	C		.50	1.0
AULT STE, MARIE, MICH.	CA	MElrose 2-3371	3,4	250	C	C	AC AC	G	.50	1.0
	NO	MElmose 2-3371	3	200 200	C	C	AC C	G	.35	
AULT .TE. MARIE, ONT. INR AVANNAH, GA SAV	DL	ADams 3-0267	9,3	300 200	A	A	C	G	.75	1.5
	NA	ADams 6-8234	9,6	200	Λ	A	C		.75	1.
COTTIBLUFF, NEB BFF CHEFFERVILLE, P. Q. YKL	PL	MElrose 5-2067		200 400	C					
CRANTON, PA AVP		Ottomore 2 Octob	See Wilkes-Barre, Po	1000		· · · ·	AC.		.60	1.1
EATTLY, WASH , SEA (Seattle Tacoma)	NW	CHerry 4500	6,10,15A,4,2,52,53B	2000	C	C	AC AC		.60	1,0
Trees and a service to a	PAA	MA=4=2121	6,50,	600	. C	C	AC		.60	1.0
	PN	CHerry 2211	9,6,10,5,53,500,15.	300 400	C	C	AC AC		.60	1.6
	UA	CHerry 3-5800	6,52	200	c	C	AC		.60	1.6
SEATTLE, WASH.	FT	PArkway 3-5916		10000	C	C	AC		.60	1.0
(Boeing Field) BFI	WC	PArkway 5-5500	. 3	150 200	C	C	AC ATL		.60	
SELMA, ALA SES	DL	4-7581		100	C	C	ATL			Available
CEVEN ISLANDS, QUE YZV	TC		22	600 200	C	C A	DHM		.35	1
CHEFFIELD, ALA MSL	SO	EVergreen 3-4581.	3	200	C	A C	GTF			1.0
				1 000	1		1	1		1
SMERIDAN, WYO SMR	WA	Okchard 4-2624								
HERIDAN, WYO SMR	WA	Okenard 4-2624.								

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U.S.A. AND CANADIAN C	ITY DIRECTORY									-UNIVERSITY
CITY CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Waight	Roll	Meter Freight	Customs Facilities	Air Bus	Pick Up a	nd Delivery Minimum
				Per Piece	-	C	DAL		No Service A	
SHERMAN, TEX SWI SHREVE PORT, LA SHV	CN	Twinbrook 2-4328 ME 1-7451 6-1831	9,5	200 3000	C	A	DAL		.65	1.35 1.35
	TT.	6-4571	3	150	C	A	DAL		.65 No Service A	1.35
SIDNEY, MONT SDY SIDNEY, NEB SNY SILVER CITY, N. M SVC	FL	838	3	200			DEN		No Service A	
SIOUX CITY, IOWA SUK	BN	8-5553 8-0591	9	200	A	C	OMA. OMA		.45	.95
STOUX FALLS, S. D FSD	02	5=6308	3,54	200	A	C	OMA MSP	6	.45	.95 1.10
SIUM FALLO, S. D FSD	NO	EDison 4-9943 4-4994	9,6	200	C A	C	MSP MSP		.55 .55	1.10
SMITHERS, B. C YYD	CP	ATlantic 8-4441	1,3,6,9 Served Through Chicago	200						1.20
SOUTH BEND, IND SBN	LC®	CEntral 4-4172 CEntral 3-5131	3,9	200 200	A	A	CHI			1.20
	TW	CEntral 2-1414 CEntral 2-4811	19	250 300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C. SOP SPARTANBUNG, S. C SPA	PI	2-8941	3	100 200	C A	D A	ROU ATL		1.00	1.00
	EA	3-6326	19	200 100	A A	A	ATL		.45	1.10
SPEARFISH, S. D SPF SPOKANE, WASH GEG	NO	57	4,6,10,2	200 500	C A	C A	С.	G	No Service A	1.60
	WG	TEmple 8-8222 RI-7-7114	3	300 150	A A	A	C		.60	1.75
SPRINGFIELD, ILL SPI	AA	8-3464 8-9677	3,54	250 200	C		C	0	.40	1.10
SPRINGFIELD, MASS BDL (Bradiey Field)	AA	REpublic 7-3774 REpublic 2-6275	Served Through Hartford Served Through Hartford	1			* * * *	0	.65	1.25
(District (AVAG)	PT	REpublic 4-5675 NAtional 3-4418	Served Through Hartform Served Through Hartform	d					.65	1.25
SPRINGFIELD, MASS.	TW	REpublic 9-3851	5,9,10,15	4000		С.			.65	1.25
(Barnes Field) BAF	MO	REpublic 7-0107	3	200	A	С	С		.65	1.25
SPRINGFIELD, MO SCF	AA	4-1871	9,3	200	A A	C	MICC	G	.40 .40	1.10
SPRINGFIELD, OHIOO SGH	02	4-6861	Served Through Dayton	200	Α		MIC		.40	1.10
STAMFORD, CONN SCC STATE COLLEGE, PA PSB	NY.	DAvis 3-8785	See Philipsburg, Pa.	200			LGA		No Service A	1
STAUNTON, VA SHD STEPHENVILLE, NFLD YJT	PI	Weyers Care 2761 5132	13,22	1000	0	C	AC AC		.70	1.40
STERLING, COLO STK	MAR	3=2144	3	500 200	. A				No Service A	
STEVENS POINT, WIS STE STILLWATER, OKLA SWO	NO	Diamond 4-2233 FRontier 2-2647	3	200 200 200	C	0 0	DAL		No Service A	
STOCKTON, CALIF SCK	PC	HOward 6-2361 HOward 6-9755	9	300	c	C	SPO		.80 .80 No Service A	1.85
STUART, FLA SUA STUTTGART, ARK	TT	933	1 (Demand Service)	190	C	C	MHM		No Service A	
SUN VALLEY, IDA SUN SUPERIOR, WISC	WC		See Hailey, Lda See Duluth	150			GEG			
SWIFT CURRENT, SASE YYN SYDNEY, N. S YQY	TC	2945	13,22	200	C	C	C C		.70	.75 1,00
SYRACUSE, N. Y SYR	AA	GLenview 4-2423	9,5,10,52	500 200	C	C	C	G	.45	1.25
TACOMA, WASH SEA	MO	54-3251	9,3	200 200	C	C	C AC		.65	1.25
TALLAHASSEE, FLA TLH	EA	3-3802	(See Seattle)	200		Α	PFN	G		1.50
TAMPA, FLA TPA	NA	2-4410	9	200			PFN		.50	1.50
	DL	REdwood 6-2461 REdwood 6-9447	8,7,19,9,52,10	2000	A	A	AC AC		.75	1.50
	NA	REdwood 6-9833 REdwood 6-2987	6,22	400 200	A	A	AC AC		.75	1.50 1.50 1.50
	RD	REdwood 6-1351	52	200 6000 350	A	A	AC AC		.75 .75	1.50
	TV	ENterprise 5-7611 . REdwood 6-4108	7	250	A	Ā	AC		.75	1.50
TEMPLE, TEX TPL	CO.	HEmlock 5-2151 PR-3-5222 PR-8-2777	3	200 1	Ĉ.	6	SAT	' 'G' '	.55	1.35
TERRACE, B. C YXT TERRE HAUTE, IND HUF	CP.	152	3	200	C A		EVV		.25	.60
TETERBORO, N. J TEB	TW	LIncoln 1234	19	250 200	Α	C	EVV LGA		No Service A No Service A	vailable
TEXARKANA, ARK TXK	BN	2=6562 2=4517	3	200 150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	NO	MUrdock 1-1223	3	200	C	A				vailable
TIMMINS, ONT YTS TOLEDO, OHIO TOL	TC	1440	3	200 150	C	A	C	G	.55 .45 .45	1.50
	EA	HOlland 7-2369 HOlland 7-2311	9,7,10,	300 200	0	A	0		.45 .45	1.50
	IC	CHerry 4-4276 UN(Holland)5-2358 .	Served Through Detroit	200 250	C	A	C			1.50
	UA	CHerry 4-8343 UNiversity 5-5261 .	9,6,5	300	c	Â	C		.45	1.50
TOPEKA, KAN TOP	CO	CEntral	3	200	A	A	MICC	G	.55	1.25
TORONTO, ONT YYZ	AA	EMpire 8-4365 BUtler 6-3601	9,5,52	600	Â	A AC	AC AC		.55	1.25
THAIL, B. C	TC	EMpire 6-9471	14A	500 200	A C	A C	A C		.45	1.50
TRAVERSE CITY, MICH TVC	CA	1388	3,4	150 150 250	A C	A	MBGG PHL	· · · · · · · · · · · · · · · · · · ·	No Service A	vailable 1.10 1.50
TUCSON, ARIZ TUS	AA	MAin 3-4911	3,10,50e	200	A	A	DUG		.78	1.50 1.50 1.50
TULLAHOMA, TENN THA	SO	MAin 3-5438	8	250			DUG		No Service A	vailable
TULSA, OKLA TUL	AA	TEmple 8-3361 TEmple 5-1561	9,5,10,52	600 500 200	A	A	MIKC MIKC	G	.50	1.25 1.25 1.25
	CN	TEmple 5-7677 TEmple 5-9521 TEmple 5-8431	3	200 200 250	A	A A	MECC		.50	1.25
TUPELO, MISS TUP	TW	VInewood 2-8700 PL=2-3541	3	100	C				.60	1.20
TUSCALOOSA, ALA TCL TUSCUMBIA, ALA MSL TWIN FALLS, IDA TWF	WC	REdwood 3-6721	See Shefield, Ala.	150	· · · ·	c c	GEG *		.50	1.00
TYLER, TEX TYR UKIAH, CALIF UKI	TT.	4-9379	3	150	C	A	DAL	G	No Service A	1.35
UNALAKEET, ALAS UNIVERSITY, OXFORD, MISS.	AS							1	No Service A	
* * * * * * * * * * * · · · · · · · · ·	50	2498	3	100					No Service A	vailable

U.S.A. ANI OTT URBANA, IL UTICA, N. VAL D'OR. VALDOSTA, VALENTINE, VANCOUVER, VENTURA, C VERNAL, UT. VERO BEACH VICKSBURG, VICTORIA, VICTORIA, VIRGINIA B VISALIA, C WACO, TEX. WALLA WALL WASHINGTON WATERLOO, WATERTOWN, WATERTOWN, WATERVILLE WATSON LAW WAUSAU, WI WAYCROSS, WAYNESBORD WENATCHEE, WEST HELEN WEST PALM WESTFIELD, WHEELING, WHITEHORSE WHITE PLAT WHITE RIVE WICHITA, B WICHITA F WILKES-BAI WILLIAMS I WILMINGTON WILMINGTON WINDSOR, ( WINNIPEG, WINONA, M WINSLOW, WINSTON-S WISCONSIN WOLF POIN WOONSOCKE WORCESTER WORLAND, WORTHINGT YAKIMA, WANGTAT, YAKITAT, YARMOUTH, YORKTON, YOUNGSTOW

YUBA CITY YUMA, ART ZANESVILL

UREANA, TLL.	APY Per Place 2 20 20 20 20 20 20 20 20 20 20 20 20 2	Rail   Masser   Freight   C   C   C   C   C   C   C   C   C	Content Facilities  C C C C C C C C C C C C C C C C C C C	G	F= 100 Lb.  -75 -50 -60 -80 Service A -35 -40 -77 -79 -50 -55 -55 -55 -79 -79 -65 -65 -65 -65 -65 -65 -65 -65 -65 -65	1.00
TICA, N. T. UCA ALD YOR, QUE. YEVO TC.  ALDOSTA, CA. VLD SO. CHerry 2-8945 ALDOSTA, CA. ALDYSIRE, NEB. TIN FL. 82. ALDOSTA, CA. ALDYSIRE, NEB. TIN FL. 82. BETURA, CALIF. CER. CR. WILLIAM 3-9211 BENAL, ITAR BENAL, ITAR BER BEACH, VLS. BEA. JORDAN 7-3-456 JOURNA 7-3-45	200 350 350 100 22,530 200 300 300 100 300 100 300 130 200 200 200 200 200 200 200 200 200 2	C C C C C C C C C A A A A A A A A A A A	JAX CSMA C C C C C C C C C C C SAT LAX DAL BAL BAL GRG GRG AC	G	.75 .50 .60 No Service A .33 .45 .70 .70 No Service A .35 .30 .50 .60 .60 .65 .65 .65 .65 .65 .65 .65 .65 .65 .65	1.10   1.35   1.36
ENTINE, NEB. 9.TN  COUVER, B. G. YVN  TG. TATLOW 6301 12,13,3,  CP. MULUSI 3-9211 3,6,9,14  NEBLAY VILLAR VEL  MAL, UTAR VEL  DEECEN, FLA VEB  EAA JOCHAN 7-3426 19.  SECOND  SESUBIG, MISS. VES  SO. 550 3  TOMEA, B. G. YYJ  TC. 2-5147 3  TOMEA, B. G. YYJ  TC. 2-5147 3  TOMEA, TEX. AGE  TT. HI-5-3241 3  SINTA BEACH, VA. ORF PI. UL-5-4761 3  SINTA BEACH, VA. ORF PI. UL-5-476	22,530. 200 22,530. 300 300 50111. 200 200 100 300 100 300 150 200 200 200 200 200 200 200 200 200 2	C C C AA A A A A A A A A A A A A A A A	CPA CC CC CC CC CDEM FBI CC CSAT LAX	G	No Service A	verilable 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
TURDA, CALIF  MRL, UTRH VEL  DO BEACH, FLA VEB  SEGUMEN, FLA VEB  SESURG, HISS VES  TORELA, B. C. TYJ  TORELA, TEX. AOB  TT. HIS-2341 3  GINTA BEACH, VA. ORF  GINTA BEACH, VA. ORF  O, TEX. ACT  O, FL-3761. 9	Calif. 200 200 100 100 100 100 100 100 100 100	C A A C C C C C C C C C C C C C C C C C	DESI FELL C. C. C. SAT LAK DAL L. GREG AG	G	No Service A	vallable   1,250   1
0, TEX. ACT	200 200 200 200 200 200 200 200 200 200	C A A A A A A A A A A A A A A A A A A A	DAL GRO GRO AC	G	. 55 .75 .75 .65 .65 .65 .65 .65 .65 .65 .65 .63 .63 .63 .63 .63 .63 .63 .63 .63 .63	1,25 1,35 1,30 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,5
AL DIstrict 7-3660 1,19,9.  BN STerling 3-6280 10. CA STerling 3-6280 10. DL DIstrict 7-9640 9,10,8. EA REpublic 7-8680 10.6,4.7,4.8.2.  EA REpublic 7-8680 10.6,6.72 NA DIstrict 7-8980 9,5.6,10 RE STERLING 3-1991 6,6.22 RE STERLING 3-1990 10.6,5.2 RE STERLING 3-1990 10.6,5.2 RE STERLING 3-1990 10.6,5.2 RE STERLING 3-1990 10.6,5.2 RE STERLING 3-1990 10.6	150 500 250 250 250 200 200 200 2	A A A A A A A A A A A A A A A A A A A	AC A	G	.65 .65 .65 .65 .65 .65 .65 .65 .65 .65	1.90 1.90 1.90 1.90 1.90 1.90 1.90 1.90
Description	200 200 200 200 200 200 200 200 200 100 1	C C C C C C C C C C C C C C C C C C C	PTA A A MSP BGR JAX DCA	G	.55 .45 .45 No Service A .35 No Service A	1.35 .85 .83 Available .73 Available
Memory   M	200 200 200 200 200 100 150 Ark. 200	C C C A C C C	JAX DCA		No Service A	.75 Available Available
FT PALM BEACH, FLA. PBI DL	200		2000		No Service A	1.40 Available
EA	6000	A A A A A A A A A A A A A A A A A A A	AC AC AC AC	6	.40 .40 .40 .40	1.3: 1.3: 1.3: 1.3:
EELING, W. VA. HIG AL. WOodsdale 944 . 3,19. CA. WOodsdale 3106. 3. TW. CRestview 7-1500. 19.	150 150 250	C C C	PIT PIT PIT C	G	.90 .90 .50	1.10
TTE FLATNS, N. Y HPN MO	200	C C	IOA IOA		.60	1.20
HTTA, KAN. ICT BN. WH-3-284 9,1,5,52 00.	2000 200 200 200 200	C C A A A A A A	MEC HEC HEC HEC HEC		No Service A .60 .60 .60	1.20 1.20 1.20
TY. AMberat 5-9613. 8,7  THITA FALLS, TEX. SPS BM. 322-4520. 9  CO. 32-2-3161. 3  XES-BARRE, PA. AYP AA. 0Lympic 4-6708. 9  AL 0Lympic 5-1772. 3,19.	200 200 200 250 150	A A A A C C C C C C	DAL DAL PHL PHL PHL		.60 .75 .75 .65 .65	1.20 1.50 1.50 1.50 1.50
LLIAMS LAKE, B. C. YWL CP	250 200 150	A C A C	PIT PIT PIT		.65 .60 .60	1.30 1.30 1.30
LLITON, N. D ISN FL	200 200	A A A	GFK LAX C C		No Service A	
MINGTON, N. C. 228 MA. ROger 3-6262 9 FI. ROler 3-1605 3 RISOR, CNT. TMG AA Wicedward 5-1000 Served Tm TC. Clearwater 4-1111 *22. RIFEG, MAN. TWG CP. WHitehall 3-8821. 14A TC. 93-9361 12.213.3,	200 100 ough Detroit, Mich. 300 500	A C C C C AC C C	c c c	G G	.55 .55 No Service A .50 .35	1.50 1.90 [vailable 1.00 .75 .75
MOMA MIRN   GUA   MO.   8-21444   3	200 200 150 200	C C C C C A A A A A A	C C C C	G	No Service A No Service A .59 .55	Available Available 1.10 1.10
FOIDT, MCNT. OFF FL. 666 3 3	200 200 200 200 200 200	C A C C C C C	GTF FVD C C GTF	G	No Service A .45 .45 No Service A No Service A	Available 1.45 1.45 Available Available
WC. CHestnut 8-31000 3   WC. CHestnut 8-31000 3   WC. CHestnut 8-3100 3   WTON, S. D. TRN NO. North 5-7109. 3   WFONT, N. S. TYDI TC. 1287: 22.   WFONT, N. S. TYDI TC. 1287: 22.   WFONT, ASEK. TYDI TC. 34-11 3   WROSTOWN, CHIO YNG CA. LIDerty 5-9413. 3,4   LEP TY 5-9511. 3   WROSTOWN, CHIO YNG CA. LIDerty 5-9413. 3,4   WROSTOWN, CHIO YNG CA. LIDerty 5-9511. 3   WROSTOWN, CHIO YNG CA.   WROST	200 - 200 - 200 - 200 - 200 - 250 - 200 -	A A A A C A A C A A C A A C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A C C A A	SEA SEA G C CAR GAR GAR	G	.79 .79 .60 No Service A .50 .35 .50	1.90 1.90 1.00 Lvailable 1.00 .79 1.60
MA, ARTZ YUM BL SUnset 2-1671 3,54	ille, Calif	A C	SAN			.65

SITY | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 |

### EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
lowers	Asheville, Elizabeth City and Booky Mount, N.C., via any gate- way; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.	Capital	
ive Animals	Through Chicago	Czark	
ive Animals	Between Eureka/Arcata and points north	Pacific	Not accepted on Martin or F-27 Aircraft, .
eat, Meat Products	Off line points within Mexico	American	

		Air	Frei	ght	Serv	ices	M - 4 -		ipme	nt	-	tecti		-	ces	-a-		peci		ervi	es	_
Blank spaces indicate no	pu		ht		Ai		Note 3				A	Note		8		"HOLD"		. =	1	in-		
participation in services listed.	Pick-Up a Delivery	Advance	Deferred Air Freight	Air/Bus	Joint	Separate	CAF/BAF/ RAF/RC/PAF	Combination	All Cargo Aircraft	Speedpak	Armed	Human Remains	Live	Any	Signature Service	"PRI" or Baggage	Household	Assembly or Distribution	Household	Stopping-i Transit	Storage	Horse
ALASKA AIRLINES, INC.	X	X	X	X	.35	X	OM	X	44 44	0.2	-	X	X		X	X	X	Х	X	-	X	-
ALLEGHENY AIRLINES, INC.	X	X	-	X	-	X		X	-		-	A	- A		X	X	X	X	-		X	-
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	-
	X	X	Λ	X		X	Δ	X	Δ		Α.	Λ	- A	Λ	A	X	X	X	A	A	X	-
BONANZA AIR LINES, INC. BRANIFF AIRWAYS, INC.	X	X	X	A	-	X	X	X	X	-	X	X	X	X	X	X	X	X	X	-	X	-
CANADIAN PACIFIC AIRLINES, INC.	X	X	Α			X	Α	X	X	-	Δ	A	Λ	Λ	Α	X	X	X	X		X-	-
CAPITAL AIRLINES, INC.	X	X		X		X		X	Zh		-				X	X	X	X	- Ah	-	X	-
CARIBBEAN ATLANTIC AIRLINES, INC.	Δ.	A	-	- 18		18		X							12	12	- 28	- 15			- 10	-
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X	-		X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							10	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X		- 10		X	- 24	X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES		-		-			-40	X	-		1		-	-68-					-			-
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X	-	X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	_
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X	-	X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	_
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X	-		X	_
PACIFIC AIRLINES, INC.	X	X				X		X		- 17					-	X	X	X	X		X	_
PACIFIC NORTHERN AIRLINES, INC.	X	-				**	10	X	- 17	X	37	10	X	10	X	X	X		X		-	-
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X	-	-		X	X	X	X	-	X	X	X	X	X	X	X	0	X		-	X
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X	-	X		Λ	X	X	A	-	-		Λ	Λ	Λ	X	X	X	A		X	A
PIEDMONT AVIATION, INC. RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X	A	X		X	X	X	-	X	X	X	X	X	X	X	-
SEABOARD & WESTERN AIRLINES, INC.	X	X	A	A	Λ	Λ	Α	X	X		A	Λ	X	_	Λ	X	X	X	X	- 1	Λ	-
SOUTHERN AIRWAYS. INC.	X	X	-			X	-	X	A		-		1	-	X	X	X	X	- 1		X	-
TRANS-CANADA AIR LINES	X	X	-	-		X		X	X	-	1	-			A	X	X	X	X	-	X	-
TRANS CARIBBEAN AIRWAYS	A	A				- 14		X	X						-	13	- 45	-	-		- 15	
TRANS-TEXAS AIRWAYS	X	X		X		X		X	15						X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X	-	X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X	- 15	X		X	X	X	X		X	X	X	**	X	X	X	X	X	-	X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
Note 1 - Attendants carried on all c	argo 8	airc	raft	only			lote			ices	off				ommit	ted	Air	Frei				
Note 2 - Applicable to CPA and TCA i	n Cana	ada (	only.										Bo	oked	iAir	Fre	ight	; BN	, UA	- Re	ser	/er

#### AIR BUS AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U.S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions  $24^{\circ}$  x  $24^{\circ}$  x  $24^{\circ}$  y repiece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate; the airline's inter-city rate; the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

Curtis Curtis Dougle Dougl Dougl Dougl Dougl Lockh Lockh Lockh Conso Dougle Boeing Canad Canad Dougle Bristo

#### AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.	Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17	Douglas DC-6A, DC-7F	15	G-23
Curtiss C-46 (Super D-46)	1A	G-17	Douglas DC-6A, (Comb.)	15A	G-23
Douglas C-54	2	G-18	Lockheed Constellation Speedpak	16	G-24
Douglas DC-3	3	G-19	Smith Curtiss Commuter	18	G-24
Douglas DC-4	4	G-20	Martin	19	G-24
Douglas DC-6	5	G-20	Sikorsky S-55	20	G-24
Douglas DC-6B	6	G-21	Vertol 44	21	G-24
Lockheed Super Constellation (Comb.).	7	G-21	Viscount	22	G-24
Lockheed Constellation 749H (All Cargo)	7A	G-19.	Lockheed Super Constellation (All Cargo)	23	G-24
Lockheed Constellation	8	G-21	Fairchild C-82	24	G-24
Consolidated Convair	9	G-22	Boeing 707	50	G-25
Douglas DC-7. 7-B, 7-C	10	G-21	Boeing 720	50C	G-24
Boeing Stratocruiser	11	G-22	De Haviland Comet IV	51	G-25
Canadair North Star (All Cargo)	12	G-22	Lockheed Electra	52	G-25
Canadair North Star (Comb.)	13	G-23	Douglas DC-8	53, 53A, 53B	G-24
	14	G-23	Douglas DC-8	53C	G-17
Douglas C-47 (All Cargo)	14A	G-23	Fairchild F-27 (See DC-3 Chart)	54	G-25
Dristoi Dritannia	140	5-25	Convair 880	55	G-19

#### CURTISS C-46 (ALL CARGO) 1

FIRST DIMENSION (IN INCHES) Not Applicable to DL (See Chart 1-A)

		12	24	34	48	60	72
	3	456	456	456	444	336	264
	6	456	456	456	444	306	234
		456	456	456	444	278	206
	12	456	456	456	444	258	184
	15	456	456	456	396	240	167
	18	390	390	390	354	224	152
	21	354	354	354	324	210	138
100	24	324	324	324	300	198	126
Ĭ	27	295	295	295	276	186	114
2	30	270	270	270	258	175	
=	33		252	252	240	165	92
=	36		240	240	224	157	84
	24 27 30 33 38 39 42 48 51 54 57 60	224	224	224	210	149	77
2	42	210	210	210	198	140	70
=	48	198	198	198	186	134	63
Ĭ	48	186	186	186	176	127	
5	51		176	176	166	120	
0	54	166	166	166	158	114	
E .	57	158	158	158	150	108	
3	60	150					
7	63		144	144	134	96	
	88	136	136	136	128	90	
	89	128	128	128	122	85	
	72	122				79	
	78		110				
	84	102					
	90		90			54	
	96	86			79		

FIND THIRD DIMENSION
(IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

	1-A								C-4					)					
								H	EIGH	IT (	INCH	HES)							
114	CH	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
T	14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
- 1	18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
- 1	22	309	309	309	309	309	309	3.09	309	309	309	309	259	259	182	151	103	73	54
- 1	26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
- 1	30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
- 1	24	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	
1	38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	
_	42	192	192	192	192	192	192	192	192	192	192	192	162	122	1122	87	63		
3	46	176	176	176	176	176	176	176	176	176	176	176	151	112	1112	75	56		
INCHE	50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51		
O	54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45		
Z	54 58	139	139	139	139	139	139	139	139	139	139	139	123	55		49			
=	62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48			
I	66	120	120	120	120	120	120	120	120	120	120	120	84	55		47		0	
WIDT	66 70	111	111	1111	111	111	111	111	1111	111	1111	111	66	55	55	45			
2	74	99	93	99	99	99	99	99	99	99	99	99	66	55	55	45			
3	78	75	75	75	75	75	75	75	75	75	75	75	66	54		4.5			
		75	75	75	75	75	75	75	75	75	75	75	66	54	54			-	
	82	75	75	75	75	75	75	75	75	75	75	75	65						
	90	75	75	75	75	75	75	75	75	75	75	75	65						
		75	75	75	75	75	75	75	75	75	75	75	64						
	94	74	74	74	74	74							63						
	102	73	73	73	73	73	73	73		73		73	63			*			
	108		72	72	7.2	72	72	72	72	72	72	72	62						

53C							DO	DUGL	AS I	C-8							
	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	3
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	29.
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	29
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	29
6 A	296	295	202	293	292	291	291	291	291	291	290	290	290	289	289	289	28
В	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	28
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	28
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	20
8	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	20
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	20
12 A	294	258	240	220	214	208	202	198	192	188	186	183	161	179	117	175	17
В	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	15
C	294	254	224	205	199	194	189	185	161	178	174	171	168	165	163	160	15
15 A	293	.258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	14
В	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	12
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	13
В	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	10
C	286	236	194	160	148	140	134	120	128	127	127	126	126	125	123	122	12
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	110
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	10
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	10
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	106	10
В	271	216	176	126	118	114	110	108	106	104	102	101	100	99	98	98	9
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	10
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	9
В	254	200	144	112	106	104	101	99	977	95	94	93	92	91	90	90	9
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	9.
30 A	234	183	148	128	120	107	94	63	87	87	87	87	86	84	83	82	7
В	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	7
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	8
33 A	218	164	128	102	87	83	61	80	79	78	78	77	76	76	75	74	7
В	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	7
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	7
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	6
В	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	6
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	6

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA LINE B - Applicable only to ALITALIA LINE C - Applicable only to PAA

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	16	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55						
	18	A	86	86	86	86	86	86	86	86					-
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	20	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50				
	22	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47			
	24	A	86	86	86	86	86	86	86	86	76	71	67		
		В	65	65	65	65	60	57	55	52	50	47	45		
	26	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47	67 45	64 42	
HES)	28	A	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47	67 45	64 42	
N INCHES)	30	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47	67 45	64 42	
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SECOND	38	A	86	86	86	86	86	86	86	86	76	71	67	64	-
SEC		8	65	65	65	65	60	57	55	52	50	47	45	42	_
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	42	A B	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47	67 45	64 42	
	44	A	86 65	86 65	86 65	86 65	86 60	86 57	86 55	86 52	76 50	71 47	67 45		
	48	A B	86 65	86 65				86 57	86 55				67		-
	48	A	86 65		86 65	86 65	86 60	86 57	86 55	86 52		71			
	50	A	86 65		86 65	86 65		86 57	86 55	86 52	76 50				-
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	54	A	86	86	86	86	86	_	55	-					
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					-		LA	2 L	JC-	0						
		EA						KL,	NA,	SN,	SA	S				
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_				-	FIRS	TD	MEI	NSIO	N (1	N IN	CH	ES)				
L	INE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	AB	150														
	C	15G 150														
4	A	_	150							-						
	В		150													
	C		150	150												_
6	AB			150												
	C			150												
8	A				150											
	B				149											
10	A				150	150		-								
	В				137											
12	C				150		146							_		_
12	8				128											
	C	150	150	150	150	150	146									
14	A	-			150	-										
	B				119											
16	A				150				118							-
	B				115											
17	C				150				-	107				-		_
	B				107											
18	C		_		150	_		121	111	105						
19	AB				150						98					
20	C				103	131	110	100	98	99	98					
21	A				148		118	116	106	96	94	86				
22	8		100	-	97	97	97	96	96	95	94	86				_
22	C			147		125	103	105	92	90	90	81	78			
-	В	96	94	94	93	93	93	92	92	91	90	82	74			
24	С	-	147	138		115	96	91	88	84	78	74	71			
25	AB	92	148	90	123	113	100	95 88	93	91	83	79 78	73	67 52		
26	C	147	-		116	110	90	84	81	79	73	73	71	67		
27	A		147	128		98	91	90	87	85	77	73	72	67	67	
28	B	143	130	118	103	85 95	85	83	83 77	75	73	73	71	52	52 67	40
29	A		128	118	108	94	89	87	84	83	76	71	71	67	67	40
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	_
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43	6.73	
31	8	123	108	96 76	90 75	82 75	80 75	74	74	75 73	73 72	71 65	71 57	67 52	67 52	
32	С	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72 96	72 86	71	71 76	70	69	69	68	67	61 56	54	52 39	52	
35	A	103	84	75	73	73	73	73	73	73		71	71	67	67	
9-	B	71	69	68	68	67	66	66	65	64		_		52	_	_
36	A	103	64	75 68	73 68	73 67	73 66	73 66	73 65	73 64	73 62	71	71 52	67 52	67	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	В	52	52 75	52	52	52	52	52	52	52	52	52	52	52	52	
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	В	52	52	52	52	52	52	52	52		52					
42	C	75	No. in	no.	90	72.0	70	90	70	70	70	20	60	60	E 2	
43	AB	75 52	75 52	73 52	63 52	52	53 52	53								
47	A	75	75	73	73	73	73	73	73	63	63	59				
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	AB	73 52	73 52	73 52	73 52	73 52	73 52	73 52	73 52	52						
55	A	51	51	51	51	51	51	51	51	32						_
	8	52	52	52	52	52	52	52	52							
-10	10.7	MIRO	DIN	AENS	ION (	IN II	NCHE	ES) A	TIN	TER	SEC	TIO	N O	FF	IRS1	1

6 LIN LIN

12

SECOND DIMENSION (IN INCHES)

IN	IE	В	0.0	pli		to:	ACL	0	CF	. 4	VA		S		AA		A R	5	D	LLA		
٢		_								UIM	EMI	10	(10		CHI	(8)						
-		211			12	16	16	17	18	19	20	21	22	23	24	25	26	27	29	30	22	
	C			200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
		200	211 200 200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
1	A	211	211	195											104	_	_			_	_	
-		211	193	186	158		- Aradiana	-		_		-		-	97	_		_	-			-
1	A	184	168	160	142	127							-	-	_				_			_
1	A	168	168	160	142	127	121	116	114	109	104	101	96	94	90	73	72	Ø	_			
1	C	75	161	144	135	122	121		-	-		_		_	-	_		100				
	B	66	153	139	129	118	116	113	_		man	_	_	_	_	_		_				
-	A I	58 150 150	147 150 150	135	135 123 123	124 114 114	114 111 111	111 108 108	108 105 105	105 101 101	97	95	91	87	94	77	69	60		-		-
-	8 1	49 49	141 141	128	118	109	106 106	103	101	94	_	_	_		_	_	_	_	-			
1	i	42	135 135	123	113	104	101	99 99	97 97	92 92	90	-	_		_		_	_	_			
-	1	24	124	116	109	101 99 99	%	5555	34 34 34	90 90 90	87 88 89	84 89		_	_	_		_	_		-	_
0 0	1	31	124	116 113 113	106	99 98 96	% 95 95	95 92 92	94 91 91	90 86 89	88	82 89	78 89	79	77	68	61	54	-		_	
0	-	_	-	-	101	-	91	89	87	=	81	79	76	74		-	-	_			_	_
80	i	26	116	108	101	94	91	89	89	89	89	89	89	85	-	-		-				
ABC	i	12	112 112 112	104	97 96 96	91 91	88 89 88	86 89 86	84 89 84	81 89 81	78 89 78	76 89 76	74 89 74	72 86 72	708070	61	54	48				
	1		105		55	85	85	83	81	78	76	74 89	72	200	88	61 76						
-	1	04	102	98 94	92 92	85	82 89	81 89	79	76 89	74 89	72	70	68	66 89	57 85	53 76	76		-		
ABC	11	00	99	55 55	89	82 89 82	787	78 83 78	77 89 77	74 89 74	72 89 72	70 89 70	888	288	282	53 76 53	49 76 49	43 70 43	_	_		_
A	_	10	80	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39	_		_	_
C	-	90	80	79	75	76	72 68	72 67	71	69	62	65 60	63 57	61 54	59	48 45 74	43	39		_	_	
8C   4	- 1	10	89 80	79	15	89 70	888	67	888	383	200	888	57	54 82 54	53	74 45	41	36 89 36	0	67		_
C	i	10	89 71	29 71	89	89	884	62	61	89 59	89 58	20 56	53	81 50	81 48	74 42	74 38	68 34	8	67	63	
		10	89	89	89	89	89	89	89	89	89 89	89	87 87	78 78	78	73 72	73	67 66	67 66	66	8	8
8	8	19	89	89	89	89	89	89	89	89	89	89	86 86	77	77	71 71	71 71	65	63	64	8	88
	8	19	89 89	89 89	89	89	89	89	89 89	89	88	89	85 85	76 76	76 76	TO FO	70	4 54	64	88	88	62
	8	19	89 89	89	89	89	89	89	89	89	89	89	85 85	76	76	70	70	64	64	-		
	8 8	19		89 89	89 89 89 89	80 80 80 80 80 80	80 80 80 80 80 80 80 80	55 85 85 85 85 85 85 85 85 85	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	5	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8	6	6	15 55 55 55 55 55 55 55 55 55 55 55 55 5	19 89 89 89 89 89 89 89 89 89 89 65 76 76 89 89 89 89 89 89 89 89 89 89 85 76 76	153 853 853 855 855 855 855 855 855 855 8	69 89 89 89 89 89 89 89 89 89 89 89 85 76 76 70 70 89 89 89 89 89 89 89 89 89 89 89 89 89 8	69 89 89 89 89 89 89 89 89 89 89 89 85 76 76 70 70 64 89 89 89 89 89 89 89 89 89 89 89 89 89 8	89 89 89 89 89 89 89 89 89 89 85 76 76 70 70 64 64 89 89 89 89 89 89 89 89 89 89 89 85 76 76 70 70 64 64 89 89 89 89 89 89 89 89 89 89 85 76 76 70 70 64 64	89 89 89 89 89 89 89 89 89 89 89 89 89 8	89 89 89 89 89 89 89 89 89 89 89 89 89 8

											Fin	ST E	Den	1330N	(3%	2167	MES							
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	1 3			300	202	177	1,18			128		130	107		-1	65		50	54		49	44	39	
	-	D.	)12 118						100		300	220	-	200			200		總	122	100		-	00 1
	1-2	-21	號	100	360	175	158		250	128	117	110	101		6E	67	SUK/	53	-52	161	-100	42	-	00.0
	1 -		100		0.00	***	0.00		200		200	200	2001	200			200		200	111	100	-	1	00 1
	6	A		300	200	177	158	142		128			107	205	6.6	5)		58	32		AT	42		
		B	100					505	170		170	170		170		170	170	_	170	101	100		\	00.1
		A.	310	300	508		158	142	152	754	117	110	107	2.05	68	63	132	58	52	100	47	46		
	-	-54	100					110	1JT			117		152		137	13		117	100				00 3
	1 10	21		300	383	190	188	100	4	120	II.		107	109	68	0,1	12	58	152	200	47	~2		UC 20
		D.	300					158	137			140		1/7	-	137	3,377		137	100	100		1	00.2
	12	A.I		100	500	177	158	242		228	117	110	107	105	68	0.3		58	52		47	42		
8	-		300					368	128		224	325		126			224		124	100			1	00.3
融	13		300		740	174	156	279			110		107	104	65	60	***	15	50		100	42		00 1
麗	14	-21	100	344	Teir	176	194	119	124	126		100	109	104	1.65	134	224	35	一般	100	43	41	- "	DV 20
11.	14	P.	100	477	24	6.75	2.00	1.28	114		116	114	2007	114	- 0.		114		110	100			- 1	00 10
5	15						-	哥	114		108	108		100		108	106		128	108	100		2	00 H
85	16				19)	1"1	153						105		65	60		33			45	63		
CCE	VE	B	100						114		108	106		TOR			108		TOR	100				814
ä	18	B.	100	22.	300	26.0	150		136	122	117	106	100	206	65	10a	104	52	10b	AUG.	100	41	à	20 30
100	210	8	100	6.1%	200	- Auto-	V.	125	110	46.0	106	100	7000	106	0.0		104		104	100			- 1	00.16
	15	41									108	104		101		102				60	60			
8	1 3/5			225	100	165	167				112		1.04		65	60		55	50		49	43		
Ň			SUL			-		124	114		108	los	_	101		107	ICI.	-	101	- 60	45.			100
	21		300	218	101	165	100		116	119	111	106	103	100	65	60	100	99	100	-	49	41		
	22			210	1.61	162	144	140	116	119		104	100		917	100	Tun	A.R	45	90	42			100
	. 60	21	999		101	Tank	100		134	274	108	104	4140	100	30	80	80	40	80	42	2			20
	23	BI	66	-	-				114		108	104		1.00		52	80		43	42	42		-	8
	24	AT		212	377	158	141	128		118		105	103	101	57	52		48.	44		42			
	-	24	00						234		108	106		100		58	58		43	-62	56		_	29
	25	B					1.0		230	134	106	104	105	100	20	29	-29	200	- 22	_29	29			29
	46		) (30 356)	200	2.74	120	147	126	114	116	109	104 204	101	100	53	48	29	20	29	29	29			792
	28	A	200 200	200		352	1,17			114		106	101	100	29	29	-67	29	29	-67	- 50		_	-
	100		100	-			-		114		108	104		100	-	43	33		29	29	29			29
	29		125	111		9,1	85	778			.68	65	29		29	. 29		29	29					
	20.	A	96	90	85	80	24	40		67	67	57	50		29	59			50	Ave	pp11	coble	onl;	7 10
	10	-61	80	55	56	- 21	57	52	_	- 63	20	27	-23	-	29	29		29	59		-		able	
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#### LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

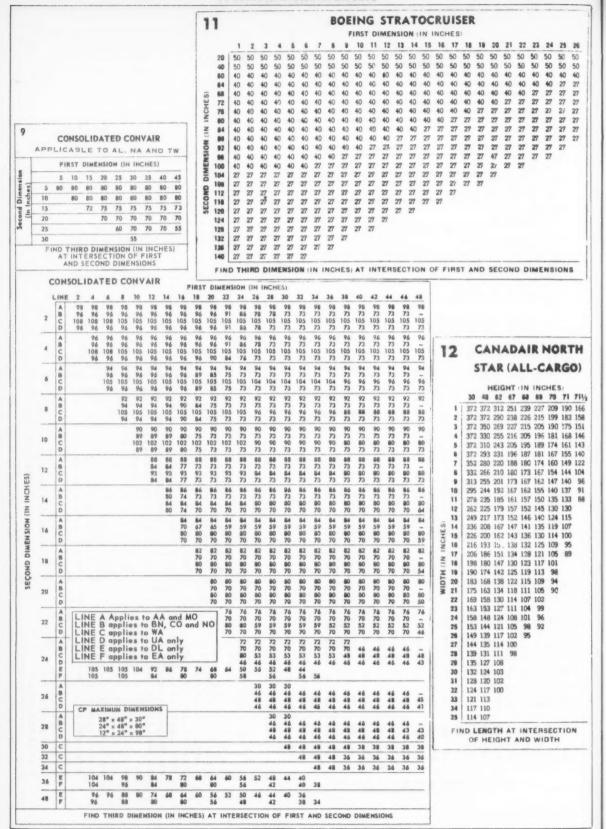
FIRST DIMENSION (IN INCHES)

												10	**	**		-		-	- 60
2	170	17	170	170	170	170	170	170	162	160	150	130	110	95	85	75	70	68	55
4	170	17	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
	170	170	173	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	58
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
18	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	65	75	7C	60		
20	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
20	170	170	170	170	145	135	130	120	115	115	106	95	90	80	75	68	60		
80	170	170	170	150	140	135	125	120	115	110	106	95	90	80	70	68	60		
22													85	75	70	60			
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
26	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
20	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
											85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				
	8 10 17 14 16 19 22 24 20 22 34 36 36 40	# 177 # 170 # 170 # 170 12 170 14 170 16 170 18 170 29 170 20 170 20 170 20 170 20 170 20 170 30 170 30 170 31 170 32 170 34 170 36 170 37 170 38 170 38 170 38 170 38 170 38 170	4 170 176 176 177 176 177 176 177 177 177 177	4 170 170 170 170 170 170 170 170 170 170	4 170 170 170 170 170 170 170 170 170 170	170 170 170 170 170 170 170 170 170 170	170 170 170 170 170 170 187   170 170 170 170 170 170 170 170 170 170	2 170 170 170 170 170 170 170 170 170 170	## 170 170 170 170 170 170 170 170 170 170	2 170 170 170 170 170 170 170 170 170 180 4 170 170 170 170 170 170 170 170 170 180 5 170 170 170 170 170 170 170 170 170 180 6 170 170 170 170 170 170 170 170 180 6 170 170 170 170 170 170 170 170 180 170 170 170 170 170 170 170 170 180 170 170 170 170 170 170 170 170 185 180 170 170 170 170 170 170 170 170 185 180 18 170 170 170 170 170 170 185 180 180 18 170 170 170 170 170 185 185 180 180 190 170 170 170 170 185 184 185 180 180 22 170 170 170 170 185 184 185 185 180 23 170 170 170 170 180 180 180 180 180 24 170 170 170 170 180 180 180 180 180 25 170 170 170 170 180 180 180 180 180 26 170 170 170 170 180 180 180 180 180 180 27 170 170 170 180 180 180 180 180 180 180 180 180 18	2 170 170 170 170 170 170 170 170 170 165 164 4 170 170 170 170 170 170 170 170 170 165 164 6 170 170 170 170 170 170 170 170 170 165 166 6 170 170 170 170 170 170 170 170 170 165 166 6 170 170 170 170 170 170 170 170 170 165 165 165 170 170 170 170 170 170 170 170 170 165 165 155 170 170 170 170 170 170 170 170 170 165 160 155 170 170 170 170 170 170 170 170 170 165 160 155 170 170 170 170 170 155 165 135 125 120 115 180 170 170 170 170 155 165 135 125 120 115 180 170 170 170 170 150 160 135 125 120 115 170 170 170 170 170 150 160 135 125 120 115 170 170 170 170 170 150 160 135 125 120 115 170 170 170 170 170 155 160 135 125 120 115 170 170 170 170 170 155 160 135 125 120 115 170 170 170 170 170 150 160 135 125 120 115 115 170 170 170 170 170 150 160 135 125 120 115 115 170 170 170 170 150 160 135 125 120 115 115 170 170 170 170 150 160 135 125 120 115 115 170 170 170 170 150 160 135 125 120 115 115 170 170 170 150 160 135 125 120 115 115 105 170 170 155 160 135 125 120 115 110 105 180 170 170 155 160 135 125 120 115 110 105 180 170 165 156 155 155 150 120 115 115 105 180 170 165 156 155 155 150 120 115 115 105 180 170 165 156 155 150 105 115 110 105 150 170 170 155 160 135 125 120 115 100 155 180 170 165 156 155 150 150 150 150 150 150 170 165 165 155 130 120 115 115 105 105 105	2 170 170 170 170 170 170 170 170 185 140 150 4 170 170 170 170 170 170 170 170 185 140 150 6 170 170 170 170 170 170 170 170 187 185 160 150 6 170 170 170 170 170 170 170 170 180 185 160 150 6 170 170 170 170 170 170 170 170 185 160 150 6 170 170 170 170 170 170 170 170 185 160 150 170 170 170 170 170 170 170 170 185 160 155 145 170 170 170 170 170 170 170 170 185 160 155 145 170 170 170 170 170 170 170 185 180 155 101 151 181 170 170 170 170 155 145 135 130 130 115 110 181 170 170 170 170 150 145 135 130 130 115 110 181 170 170 170 170 150 140 135 125 130 151 110 181 170 170 170 170 150 140 135 125 130 115 110 181 170 170 170 170 155 145 135 130 130 115 110 181 170 170 170 170 150 140 135 125 130 115 110 182 170 170 170 170 150 140 130 130 130 115 115 105 181 170 170 170 170 150 140 130 130 130 115 115 105 170 170 170 170 150 140 130 130 130 115 115 105 170 170 170 170 150 140 130 130 130 115 115 105 170 170 170 170 150 140 130 130 130 115 150 105 170 170 170 170 150 140 130 130 130 115 150 105 170 170 170 150 140 135 125 130 151 150 105 170 170 170 150 140 135 125 130 151 150 105 170 170 170 150 140 135 125 130 115 115 105 105 170 170 170 150 140 135 125 130 115 110 105 95 170 170 155 145 135 130 130 115 115 105 00	2 170 170 170 170 170 170 170 170 170 170	2 170 170 170 170 170 170 170 170 170 165 140 150 130 130 4 170 170 170 170 170 170 170 170 170 165 160 150 130 130 5 170 170 170 170 170 170 170 170 170 165 160 150 130 130 6 170 170 170 170 170 170 170 170 170 166 160 150 130 130 6 170 170 170 170 170 170 170 170 186 160 150 130 130 130 7 170 170 170 170 170 170 170 186 160 155 145 135 130 130 7 170 170 170 170 170 170 170 170 186 160 155 145 125 130 7 170 170 170 170 170 170 170 170 186 160 155 145 125 130 7 170 170 170 170 170 170 170 170 186 160 155 145 125 130 7 170 170 170 170 170 170 170 170 186 160 155 145 125 110 7 170 170 170 170 170 170 170 186 160 155 145 125 150 7 170 170 170 170 170 170 170 186 160 155 145 155 160 155 145 125 100 7 170 170 170 170 170 170 170 185 135 130 130 115 115 100 155 156 7 170 170 170 170 170 155 140 135 125 120 115 110 105 105 105 7 170 170 170 170 170 185 140 130 120 115 115 105 105 105 7 170 170 170 170 185 140 130 120 115 115 105 105 105 105 107 170 170 170 185 140 130 120 115 115 105 105 105 107 170 170 170 185 140 130 120 115 115 105 105 105 105 107 170 170 185 140 130 120 120 115 115 105 105 105 105 107 170 170 185 140 130 120 120 115 115 105 105 105 105 105 105 105 10	2 170 170 170 170 170 170 170 170 170 185 180 180 180 130 110 95 4 170 170 170 170 170 170 170 170 186 180 180 180 130 110 185 6 170 170 170 170 170 170 170 170 180 180 180 180 180 180 180 180 6 170 170 170 170 170 170 170 170 180 180 180 180 180 180 180 180 6 170 170 170 170 170 170 170 180 180 180 180 180 180 180 180 180 6 170 170 170 170 170 170 170 180 180 180 185 145 180 180 180 6 170 170 170 170 170 170 170 180 180 180 185 145 180 180 180 6 170 170 170 170 170 170 170 180 180 180 185 145 180 180 185 180 6 170 170 170 170 170 170 170 180 180 180 185 145 180 180 185 180 6 170 170 170 170 170 170 170 180 180 180 185 180 185 180 180 185 180 6 170 170 170 170 170 185 145 185 180 180 185 180 185 180 185 180 6 170 170 170 170 185 140 185 125 120 115 110 105 98 85 6 170 170 170 170 185 140 180 120 115 115 105 105 98 85 6 170 170 170 170 185 140 180 120 115 115 105 105 98 85 6 170 170 170 170 180 140 180 120 115 115 105 105 98 85 6 170 170 170 170 180 140 180 180 180 185 185 180 180 180 180 180 170 170 170 180 180 180 180 180 180 180 180 180 18	1 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 16 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 16 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 170 170 170 170 170 170 170 170 170 170	1 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 75 86 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 75 86 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 75 86 170 170 170 170 170 170 170 170 170 165 160 150 130 110 95 85 75 86 170 170 170 170 170 170 170 185 160 150 130 110 95 85 75 86 170 170 170 170 170 170 185 160 150 130 110 95 85 75 12 170 170 170 170 170 170 185 160 155 145 125 110 95 85 75 12 170 170 170 170 170 170 170 185 160 155 145 125 110 95 85 75 12 170 170 170 170 170 170 170 185 160 155 145 125 110 95 85 75 12 170 170 170 170 170 170 170 185 160 155 140 125 105 95 86 75 12 170 170 170 170 170 170 170 155 185 180 180 185 140 125 105 95 86 87 75 120 170 170 170 170 155 145 135 130 130 115 110 105 95 85 80 70 120 170 170 170 170 155 145 135 130 130 115 110 105 95 85 80 70 120 170 170 170 170 155 145 135 130 130 115 110 105 95 85 87 75 70 120 170 170 170 170 155 145 103 130 130 115 115 105 105 95 85 75 70 120 170 170 170 170 185 145 140 130 120 115 115 105 105 95 85 75 70 120 170 170 170 170 145 145 140 130 120 115 115 105 105 95 80 77 68 10 170 170 170 150 140 145 125 130 130 115 105 105 95 85 77 60 170 170 170 150 140 130 120 130 115 115 105 105 95 80 77 68 10 170 170 170 150 140 130 120 130 151 150 105 105 95 80 77 68 10 170 170 170 150 140 135 125 130 130 155 105 105 95 85 87 70 60 170 170 170 150 140 135 125 130 130 155 105 105 95 85 87 70 60 170 170 170 150 140 135 125 130 130 155 105 105 95 85 80 70 68 10 170 170 155 145 135 130 120 115 115 105 105 95 85 80 70 68 10 170 170 155 145 135 130 120 115 115 105 105 95 85 80 70 68 10 170 170 155 145 135 130 130 150 150 150 95 85 80 70 68 10 170 170 155 145 135 130 130 150 150 150 95 85 80 70 68 10 170 170 155 145 135 130 130 150 150 150 95 80 80 70 68 10 170 170 155 145 135 130 130 150 150 150 95 80 80 70 68 10 170 170 155 140 135 150 150 150 95 80 80 70 68 10 170 170 155 145 135 130 130 150 150 150 95 80 80 70 68 10 170 170 155 140 135 150 150 150 95 80 80 70 68 10 170 170 155 145 135 130 130 150 150 15	1 170 170 170 170 170 170 170 170 170 17	1 170 170 170 170 170 170 170 170 170 17

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10						IGI am											
				12	18	16	17	18	18	-	21	#		24	25	25	23
See.	3	-311	210	186	177	100	161	153	148	142	136	129	123	117	114	111	100
=		211	191	172	163	156	149	142	136	131	126	131	115	109	105	101	91
8 8	9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
EH	12	170	156	143	137	132	126	130	116	111	106	100	98	94		83	77
E 2	19	152	140	129	124	130	115	112	105	101	37	94	90	86	80	74	-
0 =	18	136	126	116	112	108	103	99	96	92		85	82	79	72	66	60
£ 5	21	120	111	103	100	97	93	90	87	85	83	79	76	72	86	60	54
5	24	106	96	91	90	87	84	81	80	78	76	72	-	65	59	54	49
	27	93		83	81	78	76	74	73	71	70	67	63	59	54	50	45
WHITH	30	87	83	73	76	74	71	69	-	66	65		58	54	49	45	45
emiy (in	. 33	83	73	76	73	71	-	67	64	62	60	57	83	49	45	41	34
inches	26	80	77	75	70		67	55	83	59	56	53	49	45	42	38	34
*12.000	,	lane		ERS	ECT		W (3)	FH	EIQI	47	ANG	W		н			

5



MIDTH IN INCHES

15

WIDTH OR HEIGHT (IN INCHES)

eni

(1)

Inch

#### CANADAIR NORTH STAR (COMBINATION) HEIGHT (IN INCHES) 4 6 8 10 12 14 18 18 20 22 24 28 28 29 32 34 36 38 40 42 44 48 48 58 52 54 56 58 60 124 124 124 122 122 120 120 118 116 114 112 110 108 106 104 47 124 124 124 122 122 120 120 118 116 114 112 110 108 106 104 124 124 124 122 122 120 120 118 116 114 112 110 108 106 104 124 122 122 120 120 118 118 116 114 112 110 108 106 104 100 47 92 86 92 86 80 76 80 76 64 60 64 60 54 52 54 52 47 47 40 34 40 34 36 32 34 32 47 26 26 DOUGLAS C AT IALL CARCOL

60 58 FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

54 50 52 48

				HEIG	HT II	N INC	HES			
WIDTH	48	50	52	54	56	58	60	62	64	66
		1	IXAN	MUM	LEN	STH	- INC	CHES		
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

		***		INCH						INCH	HES		
		40	4	48	52	56	60	64	68	72	76	80	84
	2	366	366	366	357	357	357	357	353	189	129	109	101
ŝ	4	366	366	36€	357	357	357	357	353	189	129	109	101
IN INCHE	8	362	362	357	357	357	357	353	237	161	129	109	97
2	12	362	357	357	357	357	353	297	177	129	117	97	85
2	16	357	357	357	357	353	325	213	133	117	105	93	81
-	20	357	357	357	353	277	253	153	117	105	93	81	
Ξ	24	325	309	305	285	253	213	117	109	97	85	81	
WIDTH	28	273	265	253	237	217	153	109	97	89	81	81	
	32	233	229	217	197	177	121	105	93	85	81	81	
0	36	201	197	189	177	153	117	105	89	85	81	81	
	40	177	173	169	157	141	105	105	85	85	81	81	
MEIGH	44	173	161	157	145	129	105	101	85	81	77		
=	48	169	133	133	129	117	105	93	81	81	77		
I	52	117	117	117	117	109	105	85	81	81	77		
	56	97	97	97	97	97	85	69	69				

47 47

15					D	OU	GL/	15	DC-	6A	(Al	LL	CAI	RGC	))					
					DO	UG	LA		-				CA							
		80	81	82	63	84	66	88	87	88		70	71	72	73	74	75	78	77	71
	3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	41
		623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	39
		623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	38
	12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	35
	18	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	33
89	18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	30
INCHE	21	430	421	414	409	401	335	385	376	367	358	350	339	328	321	313	304	298	489	28
3	24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	27
	27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	25
3	30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	24
_	33	318	311	307	301	296	292	287	282	278	271	263	255	248	244	239	235	231	227	22
HEIGHT	36	290	286	294	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	21
ă	39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	19
	42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	18
OR	46	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	18
	48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	17
HIDTH	61	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	16
Ĕ	84	210	208	206	205	202	198	195	193	191	186	185	181	179	173	171	168	165	163	16
-	87	196	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	15
	80	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	14
	63	181	179	177	175	173	170	168	166	166	163	160	158	156	154	151	149	146	144	14
	86	174	171	160	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	13
	88	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	13
	72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	13
	78	157	155	153	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
	78	151	149	146	144	141	139	136	136	134	133	132	131	130	128	126	123	121	118	
	81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
	84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width	87	136	133	130	127	124	122	121	119	118	117	115	114	113						
anly	90	132	128	125	122	121	120	118	117	116	115	112								
(In	93	127	124	122	119	116	115	114	113	112	111									
nches)	96	124	121	119	116	114	113	112												
	80	120	118	116	114	112														
	102	117	115																	
	183	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14	-A	BRI	STO	LB	RIT	ANN	AIF
	1	HEIG	HT II	N INC	HES		
	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	1117
13	140	140	136	133	126	120	1114
15	135	135	1132	128	121	116	1110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

40 27

0)

711/4 

76 74 72 66

FIND THIRD DIMENSION (IN INCHES) AT INTER-SECTION OF FIRST AND SECOND DIMENSIONS

C 56 56 56 56 56 56 56 24 24 24 24

								FIF	ST I	DIME	SION	(IN	INC	CHES)								
	15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
A								36	36	36		36	36	36	50	20					18	18
								35	35	35		35	35									18
	46	46	46	46	46	37	37	35			35			18	18							18
								35	35	35		35	20		20							18
	46	46	46	46	46	10	36	35	300	7.8	35	400	-878	18	18	18	18					18
				11	10	25	75	32	22	22	25	20	20									17
P	40	40	40	40	40	22	30	32	31	70	32	30	20		70							18
A	16	16	16	7.5	36	26	25	36	340	20	35	20	20									18
_~	40	47	47	~2	22	10	22	33	20	20	37	205	20	20	20	19	TR	17	3.0	17		10
	46	40	40	40	35	35	35		20	20	35	20	20						18			18
	-				-		-	32	20	20		20	20									
B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18		18	15
A			and and					30	20	20		19	19	19	19	18	17	17	16	16	15	-
B	46	36	33	29	21	18	18	18			1.8			18	18	18	18	18	15	15	15	15
A								27	19	19		19	19	19	19	18	17	16	15	15		
B	46	36		27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
A									19	19		19	19	19	18	17	16	15				
В	46	36	28	26	21	18	18	18			18			18	18	18	18	18				
									19	19		18	18									
	46	36	56	51	21	18	18				18		_				18	18				
		-							19	19		18	18				-					
	46	36	26	27	21	18	18		20	2.00	18	10	1.0		18	18	18	16				
		2.2	77.2	77	10	20	10		18	18	10	18	28			20						
0	40	25	23	27	1.3	70	10		7.5	10	TR	177	2.51		15	12						
A	10	27	53	21	20	10	10		To	70	10	Ti	,21		2.6	15					maa	
	46	32	G.L	24	10	10	10		200	377	To		-	75	12	10	And	ppT:	Capi	e to	1 LUA	only
	36	31	20	20	18	16	16		7	21	15			12	12	10	D 1		17		- 4-	TO
	11	12		20	eD	40				-	47			- 16	16	16	D=1	Or 8	ppli	CSDI	6 60	TCA
8	35	19	19	19	18	15	15	15														
	A B A B A B A B A B	A A A A A A A A A A A A A A A A A A A	A A B A A A A A A A A A A A A A A A A A	A B 46 46 46 46 A B 46 45 A B 46 36 36 36 A B 46 36 A B 46 36 A B 46 36 A B 46 A	A B 46 46 46 46 46 B 46 46 46 46 46 46 46 46 46 46 46 46 46	A B 46 46 46 46 46 46 46 46 46 46 46 46 46	A B 46 46 46 46 46 37 A B 46 46 46 46 46 46 46 46 46 46 46 46 46	A B 46 46 46 46 46 37 37 37 38 46 46 46 46 46 55 35 35 36 36 36 36 36 36 36 36 36 36 36 36 36	15 20 25 30 39 40 45 50 36 A	A	FIRST DIMEN  A 15 20 25 30 35 40 45 50 52 54 68 68 68 68 68 68 64 64 64 65 55 55 35 35 35 35 36 68 68 68 68 68 68 68 68 68 68 68 68 68	FIRST DIMENSION  A 15 20 25 30 35 40 45 50 52 54 55 86 36 36 36 36 36 36 36 36 36 36 36 36 36	15 20 25 30 35 40 45 50 52 54 55 6 A A A A A A A A A A A A A A A A A	15   20   25   30   35   40   45   50   52   54   55   56   58     8   46   46   46   46   46   36   36   35   35   35   35     8   46   46   46   46   46   35   35   35   35   35     8   46   46   46   46   35   35   35   35   35     8   46   46   46   46   35   35   35   35   35     8   46   46   46   46   35   35   35   35   35     8   46   46   46   46   35   35   35   35   35     8   46   45   45   45   35   35   35   35   35	15 20 25 30 35 40 45 50 52 54 55 66 66	15   20   25   30   35   40   45   50   52   54   55   56   58   60   65     8   46   46   46   46   46   36   36   35   35   35   35   35   3	15 40 25 30 35 40 45 50 52 54 55 56 58 60 55 70	FIRST DIMENSION (IN INCRES)  A 15 40 25 30 35 40 45 50 52 54 55 56 56 66 55 70 75 76 76 76 76 76 76 76 76 76 76 76 76 76	FIRST DIMENSION (IN INCHES)    15	FIRST DIMENSION (IN INCHES)    15   20   25   30   35   40   45   50   52   54   55   56   56   60   65   70   75   80   85     8   65   66   46   46   46   77   77   57   37   37   37   37   37	FIRST DIMENSION (IN INCHES)  A 15 20 25 3D 39 40 45 50 52 54 55 56 58 60 65 70 75 80 85 90 36 36 36 36 36 36 20 20 18 18 18 18 18 18 18 18 18 18 18 18 18	15 20 25 3D 39 40 45 50 52 54 55 56 58 60 65 70 75 80 85 90 95     A

								FIRS	AT D	MEN	SION	1110	INCI	HES						
				10	12	14	18	18	20	22	24	29	29	30	32	34	36	38	40	8
-		370	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30C	300	30
		300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30
	19	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30
	14	300	300	300	300	300	300	300	300	300	370	300	300	300	300	330	300	300	300	30
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	30
	30	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	25
	22	300	300	330	300	300	300	300	230	360	260	260	260	260	260	260	360	250	260	26
	24	300	300	300	300	300	300	300	290	360	196	196	196	196	196	196	196	196	196	19
	38	300	300	300	300	300	300	300	290	260	187	187	187	187	187	197	187	187	187	18
-	28	300	300	300	300	300	300	300	290	260	19F	187	166	165	165	165	165	165	165	16
1	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	13

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

21 VERTOL 44
MAXIMUM DIMENSIONS:
20 IN. × 24 IN. × 44 IN.

20 SIKORSKY S-55
MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS: 100 x 102 x 335 and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES 39 x 45 x 24 23 LOCKHEED SUPER CONSTELLATION (All Cargo)

		Н	EIGH	IT (IN	INC	HES)	
			54	60	66	72	
	3	A	792 840	792 840	696 696		414
	6	A	792 840	792 792	624 624		372
	9	A	792 840	696 702	528 534		366
	12			624			297
HES)	18	A		492 498			264
UNI	24			396 402			228
TH CE	30	A	384 390	324 327			198
WIDTH	36		324 324		228 231		162
	48	A	240 240	204	180 176	144	132
	60	A		156 165			
	72	A		120 117			
	88		117				

FIND LENGTH (IN INCHES) AT INTER-SECTION OF HEIGHT AND WIDTH A - Applicable only to EA.

50 C					BOI	THE	720						
					W	DTH	IN I	NCH	E5				
		4	8	12	16	20	24	28	32	36	40	44	48
	5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
	10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	116
	15	(247)	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
	20	(242) 208	(231)	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
55	25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
INONE	30	(220) 189	(204) 170	(192) 160		(156) 145	140	133	125	119	110	104	99
X	35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
HEIGHT	40	(191) 150	(184) 141	(169) 131	(145) 127	(135) 120	112	105	98	92	88	83	71
I	45	(184) 131	(171) 123	(151) 117		(120) 101	94	88	81	76	n	68	50
	50	(174) 118	(153) 110	(129) 102	(105) 93	( 98) 84	76	68	62	58	54		
	55	(158)	(130)	(104)	( 83)								
	60	(129)	(100)	( 82)									
	6.5	( 89)											
	68	( 81)											

5

	50					BOEL	NG T	07					
				FI	RST DI	MENSI	ON (1	N IN	CHES)				
. 1	69	8		12	16	50	24	28	32	36	40	44	48
	68	10	В	-			-	5					
	67	A 120	7			A-B		IA, PI	M				
	65	C   9k				Đ	- CA	L, B	WF, WA	L			
	64	14											
1		100 A 150	2 89			Α -	Use	wher.	packs	ge we	ighs		
Ì	61	0 114	97	81			less	than	1 50 h	ilos	and		
	59	1 16	139	101				be to	urned	on si	.de		
	58	0 120 A 17	1 150	118			TOF	1064	rug.				
1	56	A 18	1 160	130			**						
	54	C 13	118	104	98	B -			packs or mo				
	53	144	5 131	118	95		it e	anno	be t	urned			
		A 119	9 180	151	118		side	for	loadi	ng.			
		A 20	8 188 5 152	160	130	118	97	88	82	54			
		15	9 144	1,32	117								
-	48	D 18	161	140	138	128	110	100	91.	78 63	68	52	
		A 22		112	103	95	87	78	70	63	53		
- 1		0 17	1 156	144	132	118	107	100	70	62	52		
		A 233		186 118	161	137	123	113	105	96 82	85	65 65	
		18	2 167	156	144	130	119	110	82	80	80	64	-
1		18	7 175	156	144	139	130	120	108	96	81	73	52
-	41	19,	177	165 202	153	141	140	118	105	98 106	95	85	
-		8 14	9 141	134	133	130	124	116	109	102	95	85	
ini		19	7 185	170	156	144	140	132	120	106	97	86	68
INCHES	38	20,	186	218	161	150	138	138	114	107	100	91	55
MI)		8 69	168	162	153	345	136	128	120	113	106	96	74
		20	9 191	178	165	155	143	131	119	112	105	96 96	73
NO.	33	20	192	182	166	155	148	137	131	117	106	103	84
DIMENSION	32	A   25	5 250	233	210	187	168	149	135	125	114	105	87
E	1	8 19		182	170 173 177	160	148	139	130	122	114	108	91
	30	220	202 5 207 9 257	192 191 243	177	162	150	148	132	131	120	109	92
STCOND	28	1 25	257	243	225	200	179	159	149	138	124	113	96
SE		222		200	186	174	160	149	139	130	122	113	96 100
1	27	232	2 211	198	180	167	157	146	148	141 131 156	132	120 114 123	98
	24	1 26	261	254	238	212	189	179	168		140	123	103
		24		219	202	187	172	158 149	147	137	128	119	103
		0 24	220	202	187	173	160	155	150	146	140	130	110
	21 1	1 260	225	207	191	222	212	200	143	173	140 131 156	123	108
		A 260	265	238	218	200	183	167	153	143	133	137	109
į.	1	250	228	208	192	177	173	160	162	155	344	239	129
		25,	231	211	194 258	179 249	238	155	210	141	135	126	111
		3 264	268	256	233	213	193	175	159	148	138	129	114
		25° C 25° A 27,	235 236 3 271	214	197	192	187	180	173	166	156 137	144	138
-	15	259	236	215	198	182	169 254	158 243	233	218	202	129	115
		27	270	269	248	224	202	181	164	152	141	132	118
		26		219	202	185	174	160	151	145	139	131	118
-	9	264	3 246	219	214	208	202	198	192	182	170	132	120
+		1 274	272	271	268	265	261	257	250	241	229	214	197
		3 274	272	271	263	233	209	187	269	155	144	134	121
+	6	270	247	241	235	191	220	165	202	192	185	175	161
1	4	27	2 250	227	271	266	263	259	255	250	243	232	216
		27	5 274	273	270	240	214	190	172	158	146	135	123
	3	274	270	264	259	250	241	232	221	209	197	187	180

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52					L	OC	KH	EEI	E	LE	CTR	AS					
					PA	CKA	GE	LEN	GTH	15 (1	NCH	(ES)					
							129								68	63	
¥ 26																	
Ü 24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
Z 22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
- 20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
- 18	163	163	168	163	163	163	163	163	163	163	163	163	152	133	119	106	69
							164										
							165										
T 12	165	165	165	165	145	165	165	165	165	164	156	139	126	116	106	98	77
							168										80
							168									98	80
-	- 5	10	15				24									43	5

FAIRCHILD F-27 (Use DC-3 Chart)

	51	D	E H	AVI	LA	ND	CO	ME	T	٧	
		Firs	t Din	ne ns	ion	in I	nc he	18			
		15	22	26	28	32	41	44	46	47	48
	2	152	128	89	78	78	78	78	78	78	78
S	4	125	100	78	78	78	78	78	78	78	78
里	6	103	81	78	78	78	78	78	78	78	78
INCHES	8	86	78	78	78	78	78	78	78	78	78
	10	78	78	78	78	78	78	78	78	78	78
Z	12	78	78	78	78	78	78	78	78	78	78
_	14	78	78	78	78	78	78	78	78	78	
Š	15	78	78	78	78	78	78	78	78	78	
3	16	78	78	78	78	78	78	78	78		
Z	17	78	78	78	78	78	78	78	78		
¥	18	78	78	78	78	78	78	78			
0	19	78	78	78	78	78	78	78			
0	20	78	78	78	78	78	78	78			
ž	22	78	78	78	78	78	78				
0	24	78	78	78	78	78					
SECOND DIMENSION	26	78	78	78							
S	28	78	78								
	30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

5	3A					Ap	-	_			D	-	Onl	y				
		-	-	100	10	1 24	10	HEI	GHT	1N 20		HES		24	20	24	100	20
		0	4	12	12	16	AVI	MILIA	1.5	NC.	11		CHE		23	20	27	30
7	2	220	0.12	204	194	100	100	100	183	101	179	111		-	190	174	174	120
-	3																	
10											171		169	168	167		166	
뿌	7				165							155	154	154	153	152		152
ũ	12	185			154							146	145	144	143	142	141	140
Ž	15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
	18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
Z.	21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
I	24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
	27	156	148	145	132	125	121	110	114	110	109	104	100	98	95	93	92	88
별	30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	71
-	33	148	143	122	107	91	86	80	76	72		67	65	64	62	61	60	55
1	36	144	140	94	72	68	64	60	58	55		51	49	48	47	46	45	44

53	н	EIG	DC HT			S D		NCH	ES)			
				WI	DTH	IN	INC	HES				
HEIGHT INCHES	3	6	9	12	15	18	21	24	27	30	33	35
			MA)	CIMU	M L	ENG	тн	- IN	CHE	s		
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	120	112	103	95	90	85	61	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53	В		A	ppl	ica	ble GH	to T	EA	on	d N	(W	Onl	y				
	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	28
6	283	283	283	283	283	283	283			283	283	203	283	283	283	263	28
7	283	270	258	256	240	240	246	198	236 192	188	184	224	222	220	217	215	20
12	283	258	220	175	171	168	168	168	192	159	154	164	164	1/7	148	142	14
18	283	246	202	168	164	143	157	154	151	149	144	144	142	140	138	136	13
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	11
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	10
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	9
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	7
33	218	184	125	107	71	80	70	70	79	78	78	17	76	76	75	74	7
30	13.3	130	73	19	13	12	10	70	ru	70	70	97	96	- 99	- 00	93	

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier. AC-Accepted on ALL-CARGO aircraft only. N-Not accepted.

©-Afr Express only.

Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
nimals, live	AC(2-6)	A(2)	A(2=34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-€)	A(2-20)
EXCEPTIONS lligators	AC(2-6) AC(2-6)	N	N N	AC(2) AC(2)	AC(2) AC(2)	N N	N N	N N	AC(2-6) AC(2-6)	AC(2-6) AC(2-6)	20 20
nimnls, in excess of 200 lbs	AC(2-6) AC(2-6) AC(2-6) AC(2-6)	N N N	N N N	AC(2) N AC(2) N	AC(2) N AC(2) N	N N A(2-23-25)	N N N	A(2-32) N N N	AC(2-6) AC(2-6) AC(2-6) AC(2-6)	AC(2-6) AC(2-6) AC(2-6) AC(2-6)	N M N N
lees	A(2) AC(2)	A(2)	A(2=34) A(2=34)	AC(2) AC(2)	AC(2) AC(2)	A(2-23-25) A(2-23-25)	31 31	A(10=32) A(32)	A(2) AC(2)	A(2) AC(2)	A(2-20) A(2-20)
EXCEPTIONS Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2) AC(2) AC(2) A(2-4)	N N N	A(2-34) A(2-34) A(2-34) N	AC(2) AC(2) AC(2) AC(2)	AC(2) AC(2) AC(2) AC(2)	A(2-23-25) A(2-23-25) A(2-23-25) A(7)	N N N	A(2-32) A(2-32) A(2-32) A(2-32)	AC(2) AC(2) AC(2) AC(2)	AC(2) AC(2) AC(2) AC(2)	A(2-20) A(2-20) A(2-20) N
himpanzees	AC(2-6) AC(2) A(2-4) AC(2-6)	N N N	N N N	AC(2) N AC(2) N	AC(2) AC(2) AC(2) N	N 42 A(7) N	N N N	N A(2-32) A(2-32) N	AC(2-6) AC(2) AC(2) AC(2-6)	AC(2-6) AC(2) AC(2) AC(2-6)	N N
ish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Clams	A(2) A(2)	A(2-9) A(2-9)	A(9) A(9)	A(2-9) A(50)	AC AC(2)	A(2-23-25-27) N	N N	A(2-9-32) A(50-32)	A(2) A(2)	A(2) A(2+50)	A(2-9-20) A(2-9-20)
Lobsters	A(50a) A(2) A(50) AC(2)	A(2-9) A(2-9) A(2-9) A(2-9)	A(50a) A(9) N	A(50a) A(2-9) A(50) AC(2)	N AC(9) A(50) AC(2)	A(23-25-50a) A(2-23-25) A(23-25-50) A(2-23-25)	N N A(16a) N	A(50s=32) A(2=9=32) A(50=32) N	A(50n) A(2) A(50) AC(2)	A(2-50a) A(2-9) A(2-50) AC(2)	A(20-50s A(2-9-20 A(5U) N
duinea Pigs	AC(2) AC(2) AC(2-6) N	N N N	A(2+34) A(2-34) N	AC(2) AC(2) N	AC(2) AC(2) N	A(2-23-25) A(2-23-25) N	73 76 76 76	A(2-32) A(2-32) N N	AC(2) AC(2) AC(2-6) N	AC(2) AC(2) AC(2-6) N	N N N
Insects	A(2) AC(2-6) AC(2-6) AC(2-6)	N N N	A(2) N N	AC(2) AC(2) N	AC(2) AC(2) N AC(2)	A(2-23-25) A(2-23-25) N N	N N N	A(2-32) N !i	A(2) AC(2-6) AC(2-6) AC(2-6)	A(2) AC(2=6) AC(2=6) AC(2=6)	A(2-20) N N N
EXCEPTIONS Calves	AC(2+6) N	N N N	N N	N N	AC(2) N N	N N N	N N N	N N N	AC(2-6) N N	AC(2+6) N N	N N N
Gouts	AC(2) N AC(2-6) AC(2-6)	N N N	N N N	N N N	AC(2) N AC(2) AD(2)	N N N	N N N	N N N	AC(2-6) N AC(2-6) AC(2-6)	AC(2-6) N AC(2-6) AC(2-6)	50 50 50 50
Mink	AC(2) AC(2-6) AC(2-6) AC(2-6)	N N N	N N N A(2+34)	AC(2) AC(2) N AC(2)	AC(2) AC(2) AC(2) AC(2)	A(2-23-25) A(2-23-25) N A(2-23-25)	N N N	A(2-32) N N A(2-32)	AC(2) AC(2) AC(2-6) AC(2)	AC(2-6) AC(2-6) AC(2-6)	N N N
Poultry	AC(2)	N	A(2=34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	R	N
EXCEPTIONS Chicks	AC(2-16-18) AC(2-16-18)	N N	A(2-34) A(2-34)	AC(2) AC(2)	AC(2) AC(2)	A(2-23-25) A(2-23-25)	N N	A(8-32) A(8-32)	AC(2) AC(2)	10	A(8-20) A(8-20)
Goslings Poultry, baby Poults (except turkey Poults, turkey	AC(2=16=18)	N N N	A(2+34) A(2+34) A(2+34) N	AC(2) AC(2) AC(2) AC(2)	AC(2) AC(2) AC(2) AC(2)	A(2-23-25) A(2-23-25) A(2-23-25) A(2-23-25)	N M N	A(8-32) A(8-32) A(8-32) A(8-32)	AC(2) AC(2) AC(2) AC(2)	N N N	A(8-20) A(8-20) N A(8-20)
Rabbits	AC(2) AC(2-6)	N N	N N	AC(2)	AC(2) AC(2)	A(2-23-25)	16	A(2=32)	AC(2) AC(2-6)	AC(2=6) AC(2=6)	N 10
EXCEPTIONS Reptiles, small		N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodenta	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2=32)	AC(2)	AC(2-6)	N
EXCEPTIONS Coypu (Nutria) Mice	AC(2-6) AC(2)	N N	N A(2+34)	AC(2) AC(2)	AC(2) AC(2)	A(2-23-25) A(2-23-25)	N N	A(2-32) A(2-32)	AC(2) AC(2)	AC(2=6) A(2)	N N
Rats	AC(2) AC(2)	N N	A(2-34) N	AC(2) AC(2)	AC(2) AC(2)	A(2-23-25) A(2-23-25)	N	A(2-32) A(2-32)	AC(2) AC(2)	AC(2-6) AC(2-6)	M M
Snakes, non-poisonous and harmless		N	A(2)	N	AG(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6) AC(2-6)	N N N A(2)	N N N A(2)	AC(2) N N AC(2)	AC(2) N N AC(2)	A(2-23-25) N N A(2-23-25)	16 16 16	N N N A(2-32)	AC(2-6) AC(2-6) AC(2-6) A(2)	AC(2-6) AC(2-6) AC(2-6) A(9)	N N N A(2-20)

Anim

Apea Bear Bear Been Bird

Bi Ca Pa Pa Cata Chir Dogs Elor

Guing Ham Harring Thosa tio

## SUMMARY OF CARRIER'S TERMS OF **ACCEPTANCE OF LIVE ANIMALS**

A-iccepted for shipment on all aircraft operated by the carrier. AC-Accepted on ALL-CARGO aircraft only.

--Bot accepted,
(2)-Air Express only.

Explanation of numerical notes follow charts.

	FT	TX(E)	ICE)	140	NA.	NE	NO	164	NY	02
Animals, live EXCEPTIONS	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(J-31)	( <u>E</u> )	AC(2-16)	A(2-6)	A(2)
Alligators Alligators, baby	A(3) A(3)	A(2) A(2)	N N	N N	AC(2) AC(2)	A(3-31) A(3-31)	N N	AC(2-16) A(2-41)	A(2) A(2)	N
Animals, in excess of 200 Phs	A(3) A(3) A(3)	A(2-6) A(2-6) A(2-6)	N N N	N N	AC(2) AC(2) AC(2)	N N N	N N	AC(2-16) AC(2-16) A(2-4-41)	A(2-6) A(2-6) A(2-6)	N N
Seara, grown Bees Birds EXCEPTIONS	A(3) A(3) A(3)	A(2-6) A(2) A(2)	N A(2-4) A(2-4)	N N N	AC(2) A(2) A(2)	N A(3-31) A(3-31)	N ®	AC(2-16) A(2-10-23-26) A(2-41)	A(2-6) A(2) A(2)	A(10) A(2)
Birds, small Canaries Parskeets Perrots Lats	A(3) A(3) A(3) A(3) A(3)	A(2) A(2) A(2) A(2) A(2)	A(2-4) A(2-4) A(2-4) A(2-4) A(2-4)	N N N N	(B)	A(3-31) A(3-31) A(3-31) A(3-31) A(3-31)		A(2-41) A(2-41) A(2-41) A(2-41) A(2-41)	A(2) A(2) A(2) A(2)	A(2) A(2) A(2) A(2) A(2)
Thimpauzees	A(3) A(3) A(3) A(3)	A(2-6) A(2.) A(2-6) A(2-6)	N A(2-4) A(2-4) N	N N N N	AC(2) A(2) A(7) AC(2)	A(3-31) A(3-31) A(3-31) N	N E A(2)	AC(2-16) A(2-41) A(2-41) AC(2-16)	A(2-6) A(2) A(2-6) A(2-6)	N A(2) A(2) N
EXCEPTIONS	A(B)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	E	A(2-9-23-26)	A(2)	A(2-9
Clams	A(3) A(3)	A A(2-9)	A(9) A(2-4-9)	A(Z) N	A(2-9) A(2-9)	A(3) A(3)		A(50a) A(50-23-26)	A A(2-9)	A(9) A(2-9)
Lobsters	A(50a) A(3) A(3) A(3)	A(50a) A(2) A(50) A(2-6)	A(50a) A(9) N	A(50%) N N N	A(50a) A(2-9) A(50) A(29-7)	A(3-50a) A(3) A3(50) A(3-31)	(50) A(50)	A(50a) A(50a) A(50-23-26) AC(2-16)	A(50a) A(2) A(50) A(2-6)	A(50a, A(9) A(50) N
duinea Pigs	A(3) A(3) A(3) A(3)	A(2) A(2) A(2-6) N	A(2-4) A(2-4) N	N N N	A(2-29) A(2-29) AC(2) AC(2)	A(3-31) A(3-31) N N	E) N N	A(2-4-41) A(2-4-41) AC(2-16) AC(2-16)	A(2) A(2) A(2-6) N	A(2) A(2) N N
Insects	A(3) A(3) A(3) A(3)	A(2) A(2-6) A(2-6) A(2-6)	A(2-4) N N N	N N N	A(2) A(7) AC(2) AC(2)	A(3~31) N N N	N N N	A(2-41) AC(2-16) AC(2-16) AC(2-16)	A(2) A(2-6) A(2-6) A(2-6)	A(4) N N
EXCEPTIONS Chives Cuttle, grown Pattle, uncrated	A(3) A(3) A(3)	A(2) N N	N N	N N N	AC(2) AC(2) AC(2)	N N N	N N N	AC(2-16) AC(2-16) N	A(2) N N	N N N
Couts	A(3) A(3) A(3) A(3)	A(2-6) N A(2-6) A(2-6)	A(2-4) N N N	N N N	AC(2) AC(2) AC(2) AC(2)	N N N	N N N	AC(2-16) AC(2-16) AC(2-16) AC(2-16)	A(2-6) N A(2-6) A(2-6)	A(2) N N
Mink	A(3) A(3) A(3) A(3)	A(2) A(2=6) A(2=6) A(2)	N N N A(2-4)	N N N	A(7) AC(2) AC(2) A(7)	A(3-31) A(3-31) N A(3-31)	N N H	A(2-41) N AC(2-16) A(2-4-23-26)	A(2) A(2-6) A(2-6) A(2)	A(2) N N A(2)
Oultry	A(3-18)	A(2)	A(2-4)	н	AC(2)	A(3+31)	®	A(2-41)	A(2)	31
Chicks	A(3) A(3)	A(2) A(2)	A(2-4) A(2-4)	N N	(8)A (8)A	A(3-31) A(3-31)	8	A(2-41) A(2-41)	A(2) A(2)	A(2-8)
Goslings	A(3) A(3) A(3) A(3)	A(2) A(2) A(2) A(2)	A(2-4) A(2-4) A(2-4) A(2-4)	N N N	A(8) A(8) A(8) A(8)	A(3-31) A(3-31) A(3-31) A(3-31)		A(2-41) A(2-41) A(2-41) A(2-41)	A(2) A(2) A(2) A(2)	A(2-8) A(2-8) A(2-8) A(2-8)
abbits	A(3) A(3)	A(2) A(2-6)	A(2=4) A(2=4)	N N	A(2) AC(2)	A(3-31) A(3-31)	N	A(2-4-41) AC(2-16)	A(2) A(2=6)	A(2) A(2)
Reptiles, small	A(3)	A(2=6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2=4=41)	A(2-6)	W(5)
exceptions	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Coypu (Nutria) Mice	A(3) A(3)	A(2-6) A(2)	A(2) A(2)	N N	A(2) AC(2)	A(3-31) A(3-31)	N N	A(2-41) A(2-41)	A(2-6) A(2)	A(2) A(2)
Rats	A(3) A(3)	A(2) A(2)	A(2) N	N N	AC(2) A(7)	A(3-31) A(3-31)	91 91	A(2-41) A(2-41)	A(2) A(2)	A(2)
and harmless	A(3)	A(2=6)	A(2-4)	N	AC(2)	A(3-31)	1	A(2-41)	A(2-6)	И
igers, cub	A(3) A(3) A(3) A(3)	A(2-6) A(2-6) A(2-6) A(2-6)	N N A(2-4) A(2-4)	N N N A(2)	A(7) AC(2) AC(2) AC(2)	H H N A(3-21)	N N N	AC(2-16) AC(2-16) AC(2-16) A(2-23-26)	A(2-6) A(2-6) A(2-6) A(2-6)	N N N N

### SUMMARY OF CARRIER'S TERMS OF **ACCEPTANCE OF LIVE ANIMALS**

Animals, live  EXCEPTIONS  Alligators  Alligators, baby	A(2-30)	A(2)	AC(3)	N							
Alligators			NO()	N N	A(2-28)	A(3-4)	E	AC(2)	AC(2)	N	N
	A(2-30) A(2-30)	N N	A(3) A(3)	N	N N	A(3-4) A(3-4)	N	AC(2) AC(2)	A(2-11-23-27) A(2-11-23-27)	N N	N N
nimals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
pes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30) A(2-30)	A(2)	A(3) A(3)	N	AC(2)	N N	N	AC(2) AC(2)	AC(2-6) AC(2-6)	N N	90 10
Bees	A(2-30)	A(2)	A(3)	10	A(10-28)	A(3-4)		AC(2)	AC(10)	N	N
EXCEPTIONS	A(2-30)	A(2)	A(3)	M	A(28)	A(3-4)	8	AC(2)	AC(2-42a-42e)	H	A(2)
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	<b>(E)</b>	AC(2)	AC(2-428-42c)	A(2-20)	A(2)
Canaries	A(2-30) A(2-30) A(2-30)	A(2) A A(2)	A(3) A(3) A(3)	N B N	A(2-28) A(2-28) A(2-28)	A(3-4) A(3-4) A(3-4)	E A N	AC(2) AC AC(2)	A(2-23-27) AC(2-42a) AC(2)	A(2-20) A A(2-20)	A(2) N
into	A(2=30)	N	A(3)	N	A(2-28)	A(3-4)	E .	AC (2-42-42B)		A(2-4)	A(2)
himpanzees	A(2=30) A(2=30)	N A(2)	A(3) A(3)	N N	AC(2) A(2-28)	A(3-4) A(3-4)	E	AC(2)	AC(2-6) A(23-27)	N A(2)	A(2)
lephants	A(2-30) N	N	A(3) A(3)	N N	A(2-28) N	A(3-4) N	E N	AC(2-42-42B) AC(2)	A(2-7-23-24) AC(2)	A(2-4) N	A(2) N
ish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2
EXCEPTIONS Clame	A(2-30)	A(2=9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2+9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	E	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30) A(2-30)	A(50a) A(2-9)	A(50a) A(3)	A(50a) A(9)	A(50a-28) A(2-9-28)	A(3-4-50a) A(3-4-9)		A(50a) A(50a)	A(50a) N	A(50a) A(9)	A(50a A(2-9
Tropical Fish	A(30-50a) A(2-30)	A(50) A(2)	A(50) A(3)	A(2-50) N	A(50-28) AC(2)	A(3-4-50) A(3-4)	E N	A(50)	N A(50-23-27-33a, AC(2-6)		N N
uinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
amsters	A(2-30) N	A N	A(3)	A(2)	A(2-28)	A(3-4)	N N	AC(2)	AC(2-428-42c)	A(2-20)	A(2)
orses, race	N	N	A(3) A(3)	N N	N	N N	N	AC(2) AC(2)	AC(2-6) AC(2)	N N	N N
nsects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
ions, cub	A(2-30)	A(2) N	A(3) A(3)	N N	N N	N N	N N	AC(2)	AC(2-6) AC(2-6)	N	N
ivestock	A(2-30)	N	A(3)	N	AC(2)	N N	N	AC(2)	AC(2)	N N	N N
EXCEPTIONS											
Calves	A(2-30) A(2-30)	1V 1V	A(3) A(3)	N N	AC(2)	N N	N N	AC(2) AC(2)	AC(2-6) AC(2)	N N	N
Cattle, uncrated	H	N	N	N	N	N	31	N	N	1k	N
Goats	A(2~30) N	N N	A(3)	26 N	AC(2)	N N	N	AC(2)	AC(2-6)	N	N
Sheep	A(2-30)	N	A(3) A(3)	N	AC(2)	N	N	AC(2) AC(2)	AC(2) AC(2-6)	N N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
fink	A(2-30) A(2-30)	A(2) N	A(3)	N N	AC(2) AC(2)	A(3-4)	N N	AC(2) AC(2-42)	AC(2)	A(2-20)	N
onkeys	A(2-30)	N	A(3) A(3)	N	34	A(3-4) N	14	AC(2)	AC(2-6) AC(2-6)	A(2-20) N	36 3i
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	18	AC (2-42-42B)	AC(2-42e)	A(2-20)	A(2)
Oultry	A(2-30)	N	A(3)	N	A(8=28)	A(3-4-8)	(2)	AC(2)	AC(2-428-338)	N	N
Chicks	A(2-30) A(2-30)	N N	A(3) A(3)	N N	A(8-28) A(8-28)	A(3-4-8) A(3-4-8)		AC(2-42)A AC(2) A	(2-8-23-27-33a) (2-8-23-27-33a)	A(2-20-8) A(2-20)	(8)A N
Goslings	A(2-30)	Н	A(3)	N	A(8-28)	A(3-4-8)	18		(2-42a)	A(2-20)	N
Poultry, baby Poults (except turkey)	A(2-30) A(2-30)	N N	A(3) A(3)	N N	A(8-28) A(8-28)	A(3-4-8) A(3-4-8)	9999	AC(2-42) A AC(2) A	2-8-23-27-33a) 2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	81	A(8-28)	A(3-4-8)	1		2-8-23-27-33a		A(8)
labbits	A(2-30) A(2-30)	A(2) A(2)	A(3) A(3)	N N	A(2-28)	A(3-4) A(3-4)	N N	AC(2)	AC(2-42a-42c)	A(2-20) N	N N
EXCEPTIONS Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	26	N	A(2-11-23)	N N	A(2)
	N N	A(2)	-	N				-		N N	
exceptions			A(3)		A(2-28)	A(3-4)	N	AC(2)	AC(2)		A(2)
Copyu (Nutria) Mice	N N	A(2) A(2)	A(3) A(3)	N	A(2=28) A(2=28)	A(3-4) A(3-4)	N E	AC(2) AC(2)	A(2-23-27-48) AC(2-428-42c)		A(2) A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	•	AC(2)	AC(2-42a-42c)	A(2-20)	N
hakes, non-poisonous	A(2-30)	N	A(3)	М	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
igers, cub	A(2-30) N	A(2)	A(3) A(3)	N	N	N N	N N	AC(2) AC(2)	AC(2+6) AC(2-6)	M M	N
	A(2-30)	N	A(3)	N	-N	N I	N N	AC(2)	AC(2-6)	N N	N N

Alco Auto Egg: Etio Fab:

Mil Per p

Ga

Me

# SUMMARY OF CARRIER'S TERMS OF **ACCEPTANCE OF UNUSUAL** SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier. AC-Accepted on ALL-CAMGO aircraft only.
N-Not accepted
D-AIR Express only.
Explanation on numerical notes follows charts.

					-							-				
	AA	AL	BL	BN	-		00	CN	DL	EA	FL	FT	TX®	ro®	MO	NA
dutomobiles, uncrated .  liggs, raw poultry  Etiologic Agents	A(13) AC A A A(51)	A N A A A(51)	A N A A A(51)	A(12 AC A(2) A A(51)	N A	c	N N A A 51) A	N N A A (51)	A AC A A A(51a)	A(12) AC A A A(51)	N N A N A(51a)	A A A A(51)	A N A(2) A A(51)	A N A A A(51)	N N N A A(51)	A(12) AC A N A(51)
Not over 36" in length Not over 44" in length Not over 48" in length	A A A	A A A	A A N	A A A	A		A A A	A	A A(21) A(21)	A A	A A A	A A A	A A	A A N	A A N	A A(29) A(29)
Not over 60" in length over 60" in length . Toods, perishable	A A A	A N A	N N N	A AC A	A	C A(	21) 21) A	N N A	AC AC A	A(20-30) A(20-30) A	A, A	A A A	A A A	N N A	36 36 36 36	AC AC A
ruit: fresh	A	A	A	A	A	.c	A	A	A	A	A	A A	A	A	31	A
Berries	A N N	A N	N N	N AC	A	c	A N	A N	A N AC	A N	A N	A	A	N N	N N	AC AC
	A(1)	A(1)	A(1)	A(1)	A(1)		-	(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
tuman remains, other than cremated tuman remains, Infant .	A(4-5-16) A(4-5) A(52)	A(4-5) A(4-5) A(52)	N	A(4= A(4= A(52	5) A(5) 5) AC(5	) A(-	4-5)	N N (52)	AC(5) A(5) A(52)	AC(5) A(5) A(52)	A(4-5-20 A(4-5-20	) A	A(5) A(5) A(52)	A(4-14) A(4-14) A(52)	N N N A(52)	A(4-5 A(4-5 A(52)
	N A(2) A(2)	N A(2) A(2)	N A A	AC A A	A A	C .	N A	M A A	AC A A	AC A(2) A(2)	N A A	A A A	A A A	N A A	N H N	N A A
tilk, fresh	A	A(19)	A(19)	A	A	С	Α	٨	A	A	A	A	A	A(9)	14	A
tor in shipment	A	N	N	A	A	-	A	N	Λ	A	A	A	Α	H	N	A
Quartz lamps	A A	A N A	A N A	A A	A		A .	A	A	A A	A	A	A H A	II A	A A N	A
Frozen	A	Â	Ä	A	Ä		A	Ä	A	Ä	A	A	A	A	N	A
	NE	NO	W	NY	OZ.	PC	PI	RD		-	TRC	TT	TW	UA	WA	WC
Alcoholic beverages Automobiles, uncrated . Eggs, raw poultry Etiologic Agents Fabrics in rolls	A(12) N A A A(51)	E N A N A(51)	A N A(41) N A(51a)	A N A(2) A A(51)	A N A A A(51)	A N A N A(51)	N N N N A(51)	A A A A(51a	N N N A	AC A(17) A	A(12) N A A A(51)	N N N N A(51)	ACA(51m)	A(46) AC A A(51a)	A N A(2) A A(51a)	N A A A(49)
Flowers, in boxes: Not over 36" in length Not over 44" in length Not over 48" in length	A A A	A A A(21)	A A A	A A A	A A N	A A A	A N N	A A A	A A N	A(43) A(43)	A A A	A A A	A A(30) A(30)	A A A	A A A	A A N
Not over 60" in length Over 60" in length Foods, perishable Fruit, fresh	A(21-31) A(21-31) A A	N N A A	A(41) A(41) A(23-26) A(23-26)	A A A	N N A A	A A A	10 93 31 N	A A A	N A A	A(43)	A A A	A A A	AC AC A	A A A	A A A A(9)	H -A A
Frozen	A	A A	A A(23-26)	A	A	A	10	A	N A		A	A	A	A	A(9) A(9)	A
Not boxed or crated . On hangers or racks .	N N	N N	N N	A	N 10	N N	N N	A	N N		31 31	H N	AC AC	AC AC	N N	N N
Glass, thermo-pane Human remains, other	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)		A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
than eremated Human remains, Infant . Liquids in Cans	A(14) A(14) A(52)	N A(4-5) A(52)	A(4-41) A(23-26) A(52)	A(5) A(5) A(52)	A(4=5) A(4=5) A(52)	N A(52)	N A(4-5) A(52)	A A(52)	A(52		A(4-5) A(4-5) A(52)	(E) A(52)	A(52)	A(5-14-42 A(52)	N A(52)	A(52
Machinery, greased or oiled, without packaging	N A	N A(2) A(2)	N A(23-26) A	A A A	N A(2) A(2)	N A A	31 36 30	A A	10 80 30	A(17)	H A A	N A A	N A A	N A A	N A(9) A(9)	N A A
Milk, fresh	A	A(9)	A(23-26)	A	A	N .	N	A	10	A(17)	A(9)	A	A	H	96	A(16
tor in shipment	A	N A	N	A	N	A	N	A	N		A	A	A	A	N	H
Quartz lamps	A		A	A	A	A	A	A	A	A	A	A	A	A	A	A

### SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

#### EXPLANATION OF NUMERICAL REFERENCES

- Accepted only when the shipper provides and installs sufficient breather units to prevent
- Accepted only when inoffensive, require no attention in transit and securely and adequately
- crated.

  Accepted only when inoffensive, securely and adequately crated, require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely at tached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, erc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
- Advance arrangements required for combination aircraft.

  Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent
- Maximum gross weight of 300 pounds for each crate and animal(s).
- Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
  - Must be constructed of wood, metal or composition material of similar strengtl
  - Must be of Shricared as to prevent escape of animal in normal handling. Doors must be equipped with postructed by the prevent escape of animal in normal handling. Doors must be equipped with postruct to pick such as hasp with hardess anap. Must be of sufficient size to pick such as hasp with hardess and lie down. Kennel must be provided with adequate ventilation.

    Kennel must be provided with adequate ventilation.

  - 5. Simpper must retrieved a sequate bedding material such as shredded paper.
    7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards i or more on all four sides.
    - will not be accepted on DC-68 or DC-78 aircraft; large kennels will be accepted on Boeing 707 by advance arrangements,
  - will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
- Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 7, hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office; Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids. Only shipments consisting of queen bees and their attendant bees are acceptable. Reptites (other than snakes) will be accepted only as follows: baby alligators not exceeding 2016 in length, baby terrapins or turtles not exceeding 2016 anches in length, bloodworms, channeleons, earthworms, frogs, heligrammites, horned toads, hydras, leeches, fizards, meal worms, news, pinanzia, salamanders and tadpoles.

  Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.

- special permit, license or bond
- Accepted only when consigned to Embassies or Diplomatic Representatives of foreign
- Accepted only when consigned to Embassies or Diplomatic Representatives of loreign countries located in Washington, D. C.
  Only human remain shipments where the over-all dimension of the outside container does not exceed to  $x_1 x_2 = x_3 = x_4 = x_4$  will be accepted on passenger aircraft. (UAL:  $z_0 = x_2 = x_3 = x_4 = x_4$ ) when the shipped in a leal-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
- Advance arrangements required on cargo aircraft
- Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
- Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom i" by i" slats to allow sufficient circulation of air in and around containers.
- Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only Maximum: two birds per passenger).

#### **EQUIPMENT SECTION**

- - Not accepted on DC-3 aircraft.
- Not accepted on DC-3 aircraft.

  Not accepted on DC-4 aircraft. Exception: NW will accept tropical fish on DC-68 aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.

  Not accepted on DC-7 air tourist equipment.

  Not accepted on DC-7 aircraft.

  Not accepted on Super Conseellation aircraft.

  Not accepted on Super Conseellation aircraft.

  Not accepted on Super Conseellation aircraft.

- 29.
- Not accepted on Martin aircraft.

- Not accepted on Viscount aircraft. Not accepted on Britannia aircraft Not accepted on 8-707 aircraft. Not accepted on Boeing 720 aircraft
- Not accepted on F-27A aircraft, Accepted on Speedpak equipment only
- Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception.

  One pet may be carried on DC-4 type aircraft provided advance arrangements have been made
- Accepted on B-707 aircraft.

- Accepted on Gonvair 880 aircraft.

  Accepted on Boeing 720 aircraft.
- Flowers can be accepted in boxes up to the following lengths:
- DC-3 attectaft Up to 60 inches
  Viscount attental? Up to 50 inches
  North Star aircraft Up to 47 inches
  Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio
- Accepted on all equipment but only between the terminals New York and Berrinda. New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico
- may be removable and the sides and top may be made of one-half inch mesh

#### RECOMMENDED PACKAGING SECTION

- Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently wated so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING". "THIS SIDE UP" and indicate contents.
- \*\*KEEP FROM FREEZING\*\*. "THIS SIDE UP and indicate contents.

  \*\*Bacommended that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material, an inner carton of double faced corrugated board with inner face fleased to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobstess to be packed in alternate layers of seaweed together with a erfugerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tage sealed.

  \*\*Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than first (5) pounds. The complete roll to be wrapped not less than twice with Krafe paper having a basis weight of not less than seventy-five (73) pounds. Do not roll or drag on end. Glue or tage shipping documents do not use staple.

  \*\*Recommended\*\* that rolls be (1) completely wrapped in two thicknesses of heavy fiberboard or of; completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be procected by fiberboard on less than 100 of an inch in thickness, and completely wrapped with Krafe paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or trape shipping documents do not use staples.

  \*\*Recommended\*\* that the container be securely closed and of such construction as to pre-

- or arag on end value of tape shipping documents—do not use staples.

  Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Firction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID TRIS SIDE ID" THIS SIDE UP

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

#### AEROVIAS VENEZOLANAS (AVENSA)

618	581	583	C-46 Read Down	Read	Up	584	₹ 382	617 4
1200	0500		Ar CUMANALv CUMANAAr PORLAMARLv PORLAMAR		.Lv .Lv .Ar .Lv	1	0920	1030
1830			Ar MIAMI		.Lv			0700

#### AEROLINEAS ARGENTINAS (ARG)

692 1 3 6	620 2 5 7	C-47 Read Down Read Up	621 1 3 6	693 3 6
	0630	Lv BUENOS AIRESAr	0205	
	0850	Ar BAHIA BLANCALv	2355	
	0905	Lv BAHIA BLANCAAr	2340	
	1150	Ar TRELEWLv	2120	
	1205	Lv TRELEWAr	2105	
	1335	Ar COMODORO RIVADAVIALv	1945	
	1435	Ly COMODORO RIVADAVIAAr	1930	
	1545	Ar PUERTO DESEADOLv	1820	
	1600	Lv PUERTO DESEADOAr	1805	
	1705	Ar SAN JULIANLv	1710	
	1725	Ly SAN JULIANAr	1650	
	1755	Ar SANTA CRUZLv	1620	
	1810	Ly SANTA CRUZAr	1605	
	1900	Ar RIO GALLEGOSLv	1515	_
0900	~	Lv RIO GALLEGOSAr	-	1415
1010		Ar RIO GRANDELv		1355
1025		Lv RIO GRANDEAr		1350
1115		Ar USHUAIALv		1200

#### AEROFLOT (AFL)

125 ¥	Read Down Read Up	126
0740	Lv MOSCOW, VnukovoAr	
1020	Ar KIEVLv	
1110	Lv KIEVAr	
1240	Ar ODESSALv	
	Lv ODESSAAr	
1400	Ar BUCHAREST, BaneasaLv	
1445	Lv BUCHAREST, BaneasaAr	
1600	Ar SOFIA, VrajdebnaLv	

#### AIR FRANCE (AF)

407	2483 # Ex ①	750 ② ③③	896 # Ex (17)	DC-4,	897 # Ex	751 30 36	2482 # Rx	406
1200 1230				Lv PARIS, Le Bourget . Ar Ar PARIS, Orly Lv				0730
1600	0500	1355 1510 1650	0100 0135	Lv PARIS, Orly Ar Ar LONDON, Central Lv Ar FRANKFURT Lv Lv FRANKFURT Ar Ar BERLIN Lv	0640	2300 2135 1950	2200	
	0930	10.0		Ar ALGIERS Lv Lv ALGIERS Ar			1730	
2210 2310 0345				Ar TRIPOLI LV LV TRIPOLI Ar Ar FORT LAMY LV				0320# 0235# 2000

\* Optional Technical Stop

#### ARIÀNA AFGHAN AIRLINES

		I	X	-	4							
Rea	ıd	Down					F	le	a	d	ì	Up
		BUL										Ar
Ar	KA	NDAHAR										Lv

#### AIR JORDAN

21:									6	4	-	C		212
7	Up	ad	e	R									Down	Rea
1710	.Ar												MMAN	0900 Lv
1710													AMASCUS	
1640	.Ar												AMASCUS	1130 Lv
1500	.Lv												EIRUT	1110 Ar

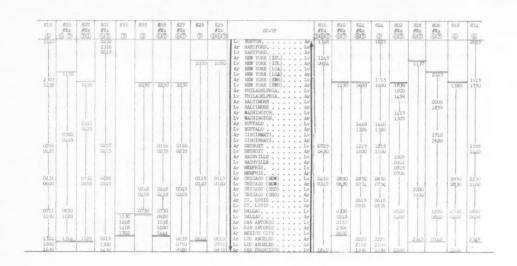
#### ALASKA AIRLINES (ASA)

101		DC-6C														1	100					
#	Read Down															R	6	a	d	Uj	p	#
0900	Lv	SE	ATTLI		_	_	_			-										.Aı	- 1	0440
1250	Ar	FA	IRBA	IKS									۰							.LI	1 3	2100
1625	Lv	FA	IRBA!	IKS													0			.A1	1	2020
1745	Ar	AN	CHOR	GE																.LI	7	1900

#### ALL NIPPON AIRWAYS

18 Ex1	DC-3 Read Down	Read Up	17 Ex1	67 Ex1
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv	1	0330
0200	Ar TOKYO			
	Lv TOKYO		0030	

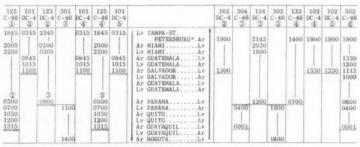
#### AMERICAN AIRLINES (AA)



#### ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 (1) (2) (4) (5)	337 170	335 DC-4 2 3 4 5		353 170	357 170	351 170 2 3 4 5	347 170 2 3 4 5 6	345 DC-4	385 DC-4 2 3 4 5 6	2	DC-3; DC-4 Bristol 170 Read Down Read Up	0	1	346 DC-4	2	352 170 23 45	358 170	354 170 2 3 4 5 6	332 170	336 DC-4 23 45	338 170	368 170 ① ② ③ ④ ⑤
0515	1700	0915	0545	2045	1500	1300	0500	0500	0400		Lv SYDNEYAr Ar BRISBANELv Ar MELBOURNELv Lv MELBOURNEAr	1930	2330 1 2100	1030	1045	1845	2045	0230	1235	1540	2350	1120
0705 0305 0835	1935	1125		2250	1705	1505	0705	0645			Ar LAUNCESTON.Lv Ar HOBARTLv Ar DEVONPORT Lv DEVONPORT Ar WYNYARDLv							0020		+	<b>↑</b> 2105	0935

#### AEROVIAS SUD AMERICANA, INC. (ASAI)



\*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

#### AVIATECA (GU)

3 5	3 6	Read Down	Read Up	25	35
0830		LV NEW ORLEANS.	Ar		1400
1400	0800	Ar GUATEMALA		1400	

#### BRANIFF AIRWAYS (BN)

851 A 2 3 4	C-46	850 B 1
	Read Down Read Up	
0400	Lv CHICAGO (MDW)Ar	0159
	Ar KANSAS CITYLv	
0635	Lv KANSAS CITYAr	2330
0748	Ar WICHITALv	2220
0820	Lv WICHITAAr	2155
f	OKLAHOMA CITY	
1021	Ar DALLASLv	

#### BRITISH EUROPEAN AIRWAYS (BEA)

21 ¥	21 V 20 36	21 V	16 V FEX	36 V 203	(D)	02 L 67	06 ¥ <b>⑤</b>	06 1 00 0	3.0 A 08	3 A 80	Y -	Viscount York Leopard	09 V	36	07 1	31 Y 6/7)	9	O) L Fix O()	37 20	V FEX	22 V	22 Y (32)	22
0001 0230	0001 0205	0100	0105	0205	0340	2300	0230 0715 1315 0900	0230     0800     1105	0420	2350	Lv Ar Ar Ar Ar Ar	LONDON	0530	0810	1010	1140 0810 1130	0510	0,25	0650	0755	0545 0540	0540 0510	0449
							27 L ①	259 ¥ ⑤	25 D 202 307 0030	25 1 3		Y - York D - DC-3 L - Leupard	30 D (2)(2) (3)(2)	10 Y	26 1	28 L							
							0030	0330 0500 0600	0405 0535 0650	0705	Ar Lv	LONDON, Ar' DUSSELDORF Lv DUSSELDORF Ar FRANKFURT	1045	0910	1055	0705 0535							

#### BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA	BA/EM	BA	BA/EM	AI		AI	BA/EM	BA	BA/EM	BA
776	778	978	980	162	SC - Super Constellation	613	981	979	779	777
C	SC	C	SC	DC-6A	C - 749 Constellation D	0C-6A	SC	C	SC	C
(5)	6	3	(2)	(5)		6	6	6	(2)	(2)
1400	1900	0400	0200	0700	V LONDON Ar 1	115	1920	2120	2300	2125
		0635			r DUSSELDORF Lv			2035		1
1700	2215		0515	1010	r FRANKFÜRT Lv	1 1	1750		2130	2015
				1345	r ROME Lv O	0805				
1930	0100	0930	0800		r ZURICH Ar		1510	1745	1920	1745
0530	7	1940		2115	BEIRUT Lv O	200		0915		0915
6	11,00		1810		DAMASCUS Lv	1	0650		1130	
1320		0330	0510	0425	BAHRAIN Lv 2	215	0340	0505		0505
	2300	4	3	6	KARACHI Lv		2	7	04005)	3
2335		1345		ĬĬ	P DELHI Lv 1	510	2110	2130	2330	2130
	0620		1625		CALCUTTA Lv 0	1930	1515		1720	
	1			1230	BOMBAY Lv 1	430				ı
		2220			RANGOON Lv	6		1400		
09'50	1300		2325		BANGKOK Lv				1340	1320
7		0815	©0700		HONG KONG Lv		0830	0900		
		(3)	1235		MANILA Lv		1			
1540	1845				SINGAPORE Lv	4.0	7		0930	0830
	2345				DJAKARTALv				1135	
(	2 0940		2340		DARWIN Lv		02307)		05503	
	1920		1045		SYDNEY		1800		2100	

#### COMPANIA MEXICANA DE AVIACION, S.A.

6	3	215C 25	611C C-82 25	621C	631C	631C	C-47 Read Down Read U		30C	630C	630C	6100 C-82		6	C-82	35
0840 0930 1030	0700 0840 0930 1030 1100	0730 0910 0935 1025 1045	0830 0930	0700 0840 0930 1030 1100		0700 0840 0930 1030 1100	Lv MEXICO, D.F.   A Ar VERACRUZ.   L Lv VERACRUZ.   A Ar MINATITLAN   L Lv MINATITLAN   A Ar OAXACA   L Lv OAXACA   A LI LV OAXACA   A LI LYTEPEC   L LV LV LV LVEREC   A LV L	v   1	435 250 220		1305 1120 1050	1515		A	1600	185 171 164
1145	1230	1145 1210	1055 1125	1145 1215 1300	1450 1505	1145 1215 1300	Ar TUXTLA GUTIERREZ	v r v r v v	030	0815 0700	0900	1300	1415	1230	1300	141
		420C	920C C82	920C	930C	-	C-47 Read Down Read			411C	931C	9210	921C	921C C82		
		1430 1520 1530 1550 1600 1625	0700 0900 0930	0920 1000 1055 1120 1430 1455 1715 1740		0700 0750 0810 0830 0850 0915	RESIDENT   RESIDENT	18 17 17 17 17	35 45 35 15 05	1215 1125 1105 1045 1025 1000	1400 1200 1130 1130 0850 0820 0530	0900 0835	2100 1900	5 1400 1200 1130 0850 0820 0530 2120		

#### CIVIL AIR TRANSPORT (CAT)

48 DC-4	24 ①	4	44 DC-4 3	10	8	2	DC-4	26 D	6	DC~6B	21 ①	1	7	43 DC-4 2	9	3	45 DC-4	47 DC-4 5	25 <b>⑤</b>	5
1400 1900	1215 1400 1445 1825 0800 1220	1615 2255 0900 11115	1530 1735 1815 2310 1100 1600	1230	1530 1950	0030 0710 0900   1115	0900   1530 1100 1600	1545 1730 1815 2155		Lv BANGKOK Ar A Ar HONG KONG Lv Lv BNOG KONG .Ar Ar MANILA Lv Lv MANILA Ar Ar TAIPEI Lv Lv TAIPEI Ar Ar OKINAWA Lv Lv OKINAWA Ar Ar TOKYO Lv Lv TOKYO Ar Ar SOUL Lv	1545 1355 1320 0900	2250 2010 1910   1645	1435 1215		0900	1510 1230 1125 0900		1200 0900	2250 1700 1600 1315	112

#### DELTA AIR LINES (DL)

23X	25X	29X	C-46	20X 6 7	22X	26X
00	60	00	C-40	2	67	67
0200 0321 0400 0613	2315 0105 0145	0030 0115 0205 0354 0434 0602 0745	LV NEWARKAT A AT PHILADELPHIA .LV LV PHILADELPHIA .AT AT CHARLOTTE .LV LV CHARLOTTE .AT LV CHICAGO .AT LV DETROIT .AT AT CINCINNATI .LV LV CINCINNATI .LV LV LV MEMPHIS .LV LV LV MEMPHIS .AT AT ATLANTA .LV LV ATLANTA .AT AT GRIANDO .LV LV ORLANDO .LV LV ORLANDO .AT	1200	1143 1103 1033 , , , , , , , ,	0820 0440 0400 0258 0133 2313 2213
	1147	0913 1013 1203 1243 1408	Ar NEW ORLEANS LV Lv NEW ORLEANS Ar Ar HOUSTON Lv Lv HOUSTON Ar Ar MIAMI Lv Ar DALLAS Lv		0120 0020 2241 2201 2030	2100

#### . COMPAÑIA DOMINICANA DE AVIACION, C. POR A.(CDA)

400 402 DC-4C-46 D 5 4	DC-3	C-46		id i	Down	1	Read	Up		C-46	DC-3	602 C-46
09150500 13150900	1	0600 0830	Ar	MI	AMI.			Ls	0900	1300	1	1330 1300

#### COMPANIA CUBANA DE AVIACION (CU)

461		C-46	460
20	Read Down	Read Up	20
		InternationalAr	
1045	Ar HAVANA	, Jose MartiLv	0630

#### EASTERN AIR LINES, INC. (EA)

925 #Ex 71	921 #Ex ⑦①	923 #Ex 67		L-1049C		924 #Ex 67	922 #Ex 67	926 #Ex <b>6</b> 7
0330 0550 0730	0230 0439 0600 0645 0745 0907	2345	Lv Lv Ar Lv Ar	NEWARKCHICAGO (MDW).ATLANTAATLANTAMOBILEMOBILENEW ORLEANSHOUSTON	Ar Lv Ar Lv Ar Lv Ar Lv	0530	0735 0330 0226 2359 2302 2202 2122 2000	0025 2200 2052
0955		0525 0730 1010	Ar Lv Ar	SAN JUAN MIAMI	Lv Ar Lv	2350 2150 1700		1830

#### FLYING TIGER LINE (FT)

182 #Ex	184 #Ex	282 #Ex	382 #Ex 67	382	L-1049H	181 #Ex	183 #Ex <b>7</b> ①	281 #Ex 67	283 #Ex 71
		2000	1930 2015 2115 0030 0140	2300	LV SEATTLE Ar Ar PORTLAND LV LV PORTLAND			1700 1510 0930	1530
T1700	T1700		0140	2,500	Lv SAN DIEGO Ar LOS ANGELES (BUR) Lv	T0800	T0800		T0800
2230 0630	2300	0430	1010	0625 0655 0840	Lv LOS ANGELES (BUR) Ar Ar MINNEAPOLIS/STP Lv Lv MINNEAPOLIS/STP Ar Ar CHICAGO (MDW) Lv	0615	1735	0405	1145
0745 T1130 T0800 T0700 0950		0545 T1130 T0800 T0800	1120 T1130 T0800 T0700	1040 T1130 T0800 T0700 1245 1330	Lv CHICAGO (MDM) Ar Ar MILWAUKEE Lv Ar SOUTH BEND. Lv Ar GRAND RAPIDS Lv Ar DETROIT Lv Lv DETROIT Ar	0045 T2200 T1800 T1700	1230	0250 T2200 T1800 T1700 0230 0115	0635 0520
T0700			1345 -1445 T2000 T2000 1605 1715	1515 1625	Ar DETROIT .Lv Ar CLEVELAND .Lv Lv CLEVELAND .Ar Ar ARRON .Lv Ar BUFFALO .Lv Ar BURFALO .Lv Ar BINGHAMTON .Lv Lv BINGHAMTON .Ar		T1900	T1900	T1900 0435 0305 T1830 T1600
	1030 1730 1205	0920 1120	T0800 T0800 1810 T0730	T0800 T0800 1720 0300 T0730	AT ALBANY. LV AT ROCHESTER AT AT NEW YORK (EWR). LV LV MEW YORK (EWR). AT AT NEW YORK (IDL). LV LV NEW YORK (IDL). AT	2230 T1900		2300 T1900	0115 2355
	T1500	1200 T1500	T0200	T0200	Ar PHILADELPHIA. Lv HARTFORD/SPRINGFIELD. Ar HARTFORD/SPRINGFIELD. Lv Ar BOSTON. Lv Ar FROVIDENCE. Lv			T1900	2300 2145 2100 T1500

T - Expedited Motor Connections.

#### HUNTING-CLAN AIR TRANSPORT (HCA)

553	555	551	557	DC-6C		558	552	556	554
0	7	0	7	Read Down	Read Up	4	1	1	(3)
0230	0230	0230	0230	Lv LONDON	Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT	Lv	0210	2140		1045
0655	0655	0555	0655	Lv FRANKFURT			2025	2215	0930
1110	1110	1010	1110	Ar MALTA	Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA			1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM	Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM	Ar	1135	0705	0855	2010
1	1	1	1	ENTEBBE	Lv		A	0545	1700
*	*		*	ENTEBBE	Ar	T	T	0430	1545
0305	0305	0205	0305	Ar NAIROBI	Lv	0800	0330	0301	
0500	0500	0400	0500	Lv NAIROBI	Ar	0555	0125		1210
0840	0840	0740	0840	Ar SALISBURY	Lv	0015	1945	1915	0630
-	-	0855	0630	Lv SALISBURY	Ar	2300	1830	-	
		1125	0900	Ar JOHANNESBURG	Lv	2030	1600		

#### INDIAN AIRLINES (IAC)

Douglas Freighter						321																		381	381	391	376		
Read Down	×	*	*	*	*	*	*	Ж	*	Ж	*	*	*	Ж	Ж	*	Ж	×	Ж	Ж	Ж	Ж	Ж			3			
ALCUTTA, Dum DumLv  AUHATI, KahikuchiAr  GAUHATI, KahikuchiLv  AGARTALA, SingerbhilAr  AGDOGRAAr  MOHANBARI, McplAr	0605	0430 0635	0500 0705	0910 1115	0945 1150	1020 1225	1400 1605	0410	0415 0535	0430	0445	0800	0815	1005	0930 ↓ 1050	1000	1030	1100	1320	1230 1350	1300	1315	1345	0700	0350	0400 0505 0635	0800 0905		
RETURN Read Down	318 Ж	316 Ж	314 Ж	312 Ж	324 Ж	322 Ж	320 Ж	332 Ж	334 Ж	336 Ж	338 Ж	344 Ж	340 Ж	342 Ж	346 Ж	350 Ж	352 Ж	354 Ж	348 Ж	356 Ж	358 Ж	360 Ж	362 Ж	364 Ж	366 Ж	382	382	392	37
MOHANBARI, Mcpi,Lv BAGDORALv AGARTALA, SingerbhilLv GAUHATI, KahikuchiLv GAUHATI, KahikuchiLv CALCUTTA, Dum DumAr	1145							0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720	0615		1035	06:

Douglas Freighter Read Down		327 ①3 ④6	329 (D)(4) (B)	373 Ж	373 Ж	373 73	393 Ж
CALCUTTALv AGARTALAAr KAILASHAHARAr KAMALPURAr		0800	1210	0845	0800	0845	0800
KHOWAIAr SILCHARAr SILCHARLv IMPHALAr			1335	1050	1005	1050 1110 1150	

RETURN	394	373	374	374	330	328	326
Read Down	W	0	*	56	6	46	35
RUPSILv	1015						
IMPHALLv	1	1210					
SILCHARAr		1250					
SILCHARLv		1310	1035	1120			
KHOWAILv				1	1400		
KAMALPURLv					-	1005	
KAILASHAHARLv							1015
AGARTALALv	1						
CALCUTTAAr	1200	1515	1240	1325	1525	1140	1200

#### IRANIAN AIRWAYS (IRA)

267	287	DC-4	266	286
3	0		1	4
1000	1000	Lv TEHERANAr	0900	0900
1600	1600	Ar ISTANBULLv		
1630	1630	Lv ISTANBULAr	1	
		Ar ANKARALv	0200	0200
		Lv ANKARAAr	0100	0100
2200		Ar ZURICHLv	1600	1
2300		Lv ZURICHAr	1500	
1	1	MILAN		f
2400	2300	Ar FRANKFURTLv	1400	1500

#### IRISH INTERNATIONAL AIRLINES (ALT)

B2Mo #Ex	830	842	822 ②	820	870 ©	1011	800 00 00 40	854	852 33	850	0-47	301 Ex (2)	851	861	863	821	823	841	843	831	82Mo #Ex
2020	1105	1725	1225	1105	1050 1155 1255 1535	1050	1310	1355	1200	1105	Ar SHANNON LV Lv SHANNON Ar Ar LV Ar BRISTOL LV	735	1505	1645	1800	1540	1700	2010	2210	1555	2359
2135	1230	1900	1340	1220							CARDIFF LV Ar MANCHESTER . LV Ar BIRMINCHAM . LV Ar GLASGOW . LV		201	1510	1625	1420	1540	1835	2035	1430	2240

INI & CIA. S.A. (INI)

V180		ad Down										R	е	8	d	U	p	V181
0600	Lv	BUENOS	A	I	RI	SS										.A	r	1350
0910	Ar	SANTIA	GO	١.					٠			0				.L	V	0835
1020	Lv	SANTIA																0725
1415	Ar	ANTOFA	GA	S	TI	١.	0			۰	0					.L	V	0330
1500	Lv	ANTOFA	GA	S	T/	١.	0									.A	K.	0245
1920	Ar	LIMA														.L	V	2025
2040	Lv	LIMA																1905
0100	Ar	<b>GUAYAQ</b>	UI	L								۰				.L	v	1445
0200	Lv	GUAYAQ																1345
0620	Ar	PANAMA																0925
0730	Lv	PANAMA																0815
1345	Ar	MIAMI.																0200

G-36

034

0610

0640 0715

DC-

STOCK SUNDS NORDM JONKO VAXJO VAXJO RONNE RINKA MALMO LIDKO LIDKO GOTHE KARLS HULTS

SR	KL5	KL41	SN	KL9	KL7	KL3	KL1	KL64	KL62		KL61	KL63	KL65	KL2	KL2	KL8	KL4		KL42	KL6	
705	• 2	2	103	+	•	2	•			*Super Constellation \$-DC-6A *-DC-3				2	•	•	•	104	•	2	70-
00	34	36	34	45	1	3 4 5 6	2 34 56	0	25	Read Down Read Up	3	5	1	34	9 9 9 9 5	56	34	36	34	34	30
								1130 D	2330	Lv NEW YORK Ar MONTREAL Lv MONTREAL Ar	16 \$ 50 15 \$ 00 14 \$ 00	16 <sup>4</sup> 15 14 <sup>4</sup> 30 13 <sup>4</sup> 30	009 <sup>4</sup> 43 008 <sup>4</sup> 00 007 <sup>4</sup> 00								
								0555 0655 1000		Lv GLASGOWAr Ar AMSTERDAMLv	0215	0215									
0340	0350		1			1600 1700				Lv AMSTERDAMAr Ar LONDON (North)Lv					0235 2345	1120 0830	1830		2105	0245	030
	1	1645	0445			-				Ar BRUSSELSLv			1		FROM APR.	21		0145	1900	000	
0610	0635									Ar COPENHAGENLv Ar BASLELv										2350	0020
0640 0715										Lv BASLEAr Ar ZURICHLv											2350 2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.

## LANICA AIRLINES (NI)

	403 C-46 6		DC-4 Read Down Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMIAr	1920	1130	1130
0915	0915	1000	Ar MANAGUALv	1320	0500	0500

## LINEAS AEREAS COSTARRICENSES (LACSA)

615	615	C-46	616	616
4	56	Read Down Read Up		1
0700 0810	0600	Lv MIAMIAr Ar HAVANALv	1400	2030
0845	0810	Lv HAVANAAr Ar GRAND CAYMANLv		
1230	0900 1130	Lv GRAND CAYMANAr Ar SAN JOSE, C.RLv		1330

## LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	Ex 6	DC-3	080 L Ж Ex 6	080 L 6	065 DC-3 X Ex 6			069 DC-3 Ж Ex 6		047 L X Ex 6	047 L 6	047 L	043 DC-3 Ж Ex 6	043 DC-3		045 DC-3 W Ex 6	045 DC-3	045 DC-3	061 DC-3 X Ex 6	
STOCKHOLM	1310		+	1000 1145	1	0950	1135 1255	1310 1330 1405	1050	1220 1235		1205 1220	1250 1320	0930 1100 1120 1150	1230 1250	1310	1050		1130	

## **LUFTHANSA GERMAN AIRLINES**

LH041 # Ex. 22	U.S.AEurope Super Constellation	LH040 # Ex.
2200	Lv NEW YORK Ar	1125 2355

## LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46			263
×	Read Down	Read	Up	1/2
1	Lv CARACAS, Maiqu Ar KINGSTON, Pali Lv Kingston, Pali Ar MIAMI, Interna	sadoes sadoes	Lv	x1115 x1015

Vik-			BEF28 DC-3		England	BEF27 DC~3			BEF25 DC-3			
2245 2350 0030		0730	0535	Ar	FRANKFURTAr DUSSELDORFLv DUSSELDORFAr LONDONLv	0405	0500 0330	0535 0405		0650 0615	0730 0655	

## MALAYAN AIRWAYS (MAL)

LH020	LH024	LH022	LH032		BEF29	BEF29	LH033	LH033	LH023
ing	Vik- ing #Ex.	ing	ing	Intra Germany Service	York	DC-3	Vik- ing #Ex.	Vik- ing 5	Vik- ing #Ex.
1700 1745 1820 1855 1935 2055	1630 1705 1810 1840 1935 2005	1715 1810 1845 1915 1955	2245	LV HAMBURG. AF AF BREMEN. LV LV BREMEN. AF AF HANOVER. LV LV HANOVER. LV LV FRANKFURT. LV LV COLOGNE/BONN. LV LV COLOGNE/BONN. AF AF STUTTGART. LV LV DUSSELDORF. LV LV DUSSELDORF. LV LV DUSSELDORF. LV LV BUTTGART. LV LV STUTTGART. LV LV STUTTGART. LV LV MUNICH. LV LV MUNICH. AF AF NUREMBERG. AF AF FRANKFURT. LV		0650	1		2310

122	106	DC-3		119
		Read Down	Read Up	No.
0425	0455	Lv SINGAPORE	Ar	0330
		Ar KUALA LUMPUR		
		Ar IPOH		
		Lv IPOH		
	0810	Ar PENANG		

## MARITIME CENTRAL AIRWAYS (MAR)

514 <b>T4</b>	525 ②G	DC-3	C-46	DC-4	515
1030 1100 1230 1310	1000	Ar CHAI	CTON SE BAY RLOTTETOW RLOTTETOW SE HARBOR	NLv NLv	1610 1540 1510 1430

## MIDDLE EAST AIRLINES (MEA)

## MACROBERTSON MILLER AIRLINES (MMA)

			7		
780 ALT	782 ALT	784 ALT	DC-3		785
1	1	6	Read Down	Read Up	6
0500	0500	0500		Ar	2345
0645	0645			Lv	
0705	0705			Ar	4
0900	0900			Lv	
0920	0920			Ar	
			MORAWA		
		1		Lv	
		1		Ar	
		0715		Lv	
1		0735	Lv MT. MAGNET		
1				Lv	
		0825	Ar MEEKATHARRA		
		0845		Ar	
1		1050		Lv	
1100	4	1120		Ar	
1125	1125			Lv	
1200	1000	1 1		Ar	
1300	1250	1000		Lv	
1350	1340	1220	Ar PT. HEDLAND		
1420	1410	1240	Lv PT. HEDLAND		
1450	1450		Lv DE GREY		
1500	1450			Lv	
1550	1540		Lv WALLAL		
1610	1600	1410			
1720	1710	1415			
1815	1805	1605	Ar DERBY	Lv	0700
1013	1000	1000	AT DEROI	L/V	0700

720	616	618	770	774	DC-4		771	775	615	721	617
3	3	5	6)	7	Read Down	Read	6	0	0	3)	3
	0920 1020 1510 1610 2000		0200             	0830 0930 0915	LV LONDON Ar ROME LV ROME Ar ATHENS LV ATHENS AR BEIRUT AR BAGHDAI BAGHDAI AR KUWAIT AR DHAHRAI LV DHAHRAI LV DHAHRAI LV DOHA	Lv Ar Lv Ar Lv Ar Lv Lv Lv	1	1530			
					Ar BAHRAIN			1200			

#### NATIONAL AIRLINES, INC.

98 # EX 6 7	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX 7 1
1900 1955 2040	Lv MIAMI Ar Ar ORLANDO Lv Lv ORLANDO Ar	0800
0045 0130 0206	Ar PHILADELPHIALv Lv PHILADELPHIAAr Ar NEW YORK (IDL)Lv	0440

3

0120

0500

Carg

## NORTHWEST AIRLINES (NW)

528/ 529 -6B	529 DC-4	527 -6B #Ex 6	DC-6B6B	528 -6B #Ex	528 -6B #	526 DC-4 #Ex ⑦
0710	0100 0405 0510 0145 0225	2330 0005 0130	Lv NEW YORK (IDL) Ar Ar DETROIT Lv Lv DETROIT Ar Ar CHICAGO (MDW) Lv Lv CHICAGO (MDW) Ar Ar MILWAUKEE Lv Lv MILWAUKEE Ar Ar MADISON Lv Lv MADISON Ar	0710	1915 1605 1540 1335 1310 1240 1227	0654 0220 0110 2330 2239
0753 1130 1515	0614 1130	0354	ROCHESTER LV ROCHESTER Ar Ar MINNEAPOLIS LV LV MINNEAPOLIS Ar Ar PORTLAND LV LV PORTLAND Ar Ar SEATTLE LV	2010 1925 1830	1135 1119 1045	2100

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7 6 Read Down

#### OLYMPIC AIRWAYS

7	York Freighter	1
0430 1555	Lv LONDON Ar	1315

#### PACIFIC NORTHERN AIRLINES (PN)

Read Up 1 2 4 5 7

3	3	5	1B	1A	1	Lockheed Constellation Speedpak	2	2A	2B	4	4	6
23	9 3 3 4 5	×	2	05	37	Read Down Read Up	12	5	37	*	93 45	200
120	2340 0030	0830	0730 1010 1155 1300 1330 1450	0730 1010 1155 1240 1400	0730 1010 1155 1320	Lv PORTLAND.	1715 1445 1300 0820 0700	1715 1445 1300 F 0820 0700	1715 1445 1300 1000 0700	2125	2250 2200	050 1 0 2 4 5 213

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

## PAN AMERICAN WORLD AIRWAYS (PAA)

### ATLANTIC SERVICES

160 T	160	162	160	164	160	164	162	DC-7F	161	163	161	165	163	161	161	161
				1800 1915 2000 2325		1800 1915 2000 2325		Lv CHICAGOAr A Ar DETROITLv Lv DETROITAr Ar NEW YORK (IDL) Lv		1950 1830 1755 1630		1950 1830 1755 1630				
0300	0300	2000	0300		0300	0300	2000	LV NEW YORK (IDL) Ar	1010		0950		0825	0950	1315	1150
					1	0405	1	Ar BOSTONLv		1						
	1	1120	1	1		0455	1120	Ar SHANNONLv	0300	0115			0115		1	1
		1200					1200	Lv SHANNONAr		0035			0035			
1840		1			1840			Ar GLASGOWLv		1			1		0540	
1915	****		*****	1	1915	1		Lv GLASGOWAr	1		1				0505	1
2045			2330	1900	2045	2045	111	Ar LONDONLv	0030			0130			0330	
2330	4930		2330	2330	2330	2330		BRUSSELSLv	2230		2230	2340		2340	0130	0015
	2		- 1	f	1	1		BRUSSELSAr								2340
				1		0050		Ar AMSTERDAMLv				2220		2220		1
	A.		0100		0130	0130		Lv AMSTERDAMAr Ar DUSSELDORFLv				2150		2150	2359	
8	1		0145		2	-		Ly DUSSELDORFAr							2320	
0125					0245	0245		Ar FRANKFURT Lv	2030			2030			2230	
0800				0800				Lv FRANKFURT Ar			1915	1915		1915	2115	2115
0845				0845			1 1 1	Ar STUTTGARTLv				1830		1830		1950
1005				1005			111	Ar MUNICH	1 1			1700		1750	1950	
1100	2000		1900	1045	10.0			Ly MUNICHAr	1		1620	3100		2000	1825	1000
1				1150				Ar VIENNALv			1				1715	
								Lv VIENNAAr								
		1425					1425	Ar PARISLv		2200 D			2200 1855			
1 1		1850						Ar ROMELv		w.			1600			
1655		-						Ar ANKARALv			1200		2000			

When required for reserved cargo of sufficient size, the above transatiantic all-cargo services will call at  $\underline{one}$  additional city on the following schedule:

EASTBOUND						Trai atlai Los	ns- ntic	WESTBO	WIND					Minu Tras atlas Los	ns- ntic	
Baltimore/									Amsterdam	Lv	Su			2220	400	
Washington	Lv	Th	Sa			2230	1500		Prestwick	Lv	We	Fr		0350	500	
Philadelphia						2230	1000		Shannon		We			0400	400	itg
Boston	Lv	Tu	We	Th		0500	400	kg	Gander	Lv	No			0615		
Gander			Fr			0840	0		Gander			Th	Fr	0745		
Brussels	Ar	We.	Th	Fr	Su	0040	400		Gander	Lv	Sa			1115	-	
Amsterdam	Ar	We	Th			0050	400	kg	Gander	Lv	Su			0945		
Dusseldorf	Ar	Mo	We	Fr		0100	400	kg	Boston	Ar	No			0930	400	kg
Dusseldorf	Ar	Sa	Su			0200	400		Boston		We Sn	Th	Fr	0910 1225	400	kg
*1000 kg mini	num	10	ad	to/	from	Gando	er.		Boston		Su			1110	400	kg

## PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 D		DC-7	392 5
0200	Lv	MIAMIAr	1405
0605	Ar	PANAMALv	1000
0830	Lv	PANAMAAr	0840
f	Ar	CALI	f
f	Ar	QUITOAr	f
f	Ar	QUAYAQUIL Ar	f
f	Ar	TALARAAr	f
1340	Ar	LIMALv	0330
1700	'Lv	LIMAAr	1450
f	Ar	ARICAAr	-
f	Ar	LA PAZ/	1
1		COCHABAMBA.Lv	f
f	Ar	ANTOPAGASTA	
		Lv	
2325	Ar	SANTIAGOLv	1030

## PAA-U.S.A.-PACIFIC

879 2 4	DC-7F	878	878
6	Read Down Read Up	6	24
2300	Ly SAN FRANCISCO, Ar	0925	0615
1	LOS ANGELESLv	0745	4
+	LOS ANGELES Ar	0645	
0530	Ar HONOLULULv	1945	1945
0900	Lv HONOLULUAr	1820	1820
2025	Ar TOKYOLv	0100	0100

## PAA U.S.A.-LATIN AMERICA

323 # EX ②①	303 ⑥	353 # BX 5	301 3 5 4 6	339 # EX 5	C-54 Read Down Read Up	302 # EX 6 7	304	340 6	342 3 4 5 6	324 ①	354 # EX 3 4 5	322 3 56	344 4 5 6
0330   0930 1115   1530	1100 1820 1900 0440 0530 1245 1345 f f 2020	Stops to Montego Bay E2	0830 0945		LV NEW YORK. Ar LV MIAMI Ar KINGSTON. LV AR PORT AU PRINCE. LV AR SAN JUAN. LV  LV SAN JUAN. Ar AR CARACAS. LV LV CARACAS. Ar AR PORT OF SPAIN. LV AR GEORGETOWN. LV AR GEORGETOWN. LV AR GEORGETOWN. LV AR BELEM. LV LV BELEM. LV LV BELEM. Ar AR RIO DE JANEIRO. LV LV RIO DE JANEIRO. AR AR SAO PAULO. LV AR MONTEVIDEO. LV AR BURNOS AIRES. LV	2300 D		0220	1300	1200	1000	1700 f f 11115	1930

## (PAA)

385 DC- 7F	371	363	365 DC- 7F	355	393 DC- 6A	383	361	375	C-54	374	374	372	372	384	362	362	362 DC- 7F	352 70	364	392 DC- 6A 6	386 DC- 7F B	31:
2330 0100 0300	0730 0910					0715			Lv SAN FRANCISCO. Ar Ar LOS ANGELES. Lv Lv LOS ANGELES. Ar Lv NEW ORLEANS. Ar Ar HOUSTON. Lv Lv HOUSTON. Ar			1705	1715	1435							1805 1530 1400	
1410	1600	0530 0645 0815		2230	0200	1100 1200	0315		LV MIAMI. Ar Ar HAVANA. LV LV BAVANA. Ar Ar MEXICO, D.C. LV LV MEXICO, D.C. Ar Ar GUATEMALA. LV				1230	1115 1015 0700	1845	1900		0035	1745		0815	151 140
1700	0815	1230	,			1620	0815 0900	1000	LV GUATEMALA. Ar Ar SAN SALVADOR. LV LV SAN SALVADOR. Ar Ar TEGUCIGALPA. LV LV TEGUCIGALPA. Ar Ar MANAGUA. LV LV MANAGUA. Ar	0920 f f f f f	1100 f f	1200		0920 f f f f	1400				1200			
2215	1530			0405	0605 PG393	2130		1530	Lv MANAGUAAr Ar SAN JOSELv Lv SAN JOSEAr Ar PANAMA CITYLv	f f 0600	f f 0800			f f 0600			339	1900		1000 PG392		
1100 1700						1100 1700			Lv PANAMA CITYAr Ar CARACASLv Ar LIMALv								1500 1145			0840		

## QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776	BA/EM '778	BA 978	BA/EM 980	AI 162	SC - Super Constellation 613 981 979	BA/EM 779	BA 777
C	SC 6	C	SC (2)	DC-6A	C - 749 Constellation   DC-6A   SC   C   (6) (6) (6)	SC (2)	C
1400	1900	0400	0200	0700	Lv LONDON Ar 1115 1920 2120 Ar DUSSELDORF Lv   2035	2300	2125
1700	2215		0515	1010	Ar FRANKFURT Lv   1750   Ar ROME Lv   0805	2130	2015
1930 0530	0100	0930 1940	0800	2115	Ar ZURICH Ar   1510 1745 Ar BEIRUT Lv 0200   0915	1920	1745
⑥ 1320	1100	0330	1810 0510	0425	Ar DAMASCUSLv ① 0650	1130	0505
2335	2300	(4) 1345	3	6	Ar KARACHI Lv     2 0	04003	3
	0620 ①	1)4)	1625	1230	Ar CALCUTTA Lv   1510   2110   2130   Ar CALCUTTA Lv   09307   1515   Ar BOMBAY Lv   1430	2330 1720	2130
0950	1300	2220	2325		Ar RANGOON Lv 6 1400 Ar BANGKOK Lv	1340	1320
7		0815	©0700 1235		Ar HONG KONG Lv 0830 0900 Ar MANILA Lv 1		
1540	1845 2345				Ar SINGAPORE Lv	0930 1135	0830
- 6	2) 0940 1920		2340 1045		Ar DARWIN Lv 02307 Ar SYDNEY Lv 1806	05503	

G-40

2000 ( 2300 ( 2345 (

0445 1

## REAL-AEROVIAS-NACIONAL

C- 1708 ① ④ ⑥	C- 1706 25	C- 1704	C- 1702 3 6			C- 1701 3 6	C- 1703 ④ ⑦	C- 1705	C- 1707 2 5	C- 1709 D 4 6
1200 1320 1430 1545	0600   0830   1150	0620 0800 0745 0830	0830   1150	0600   0745 0830   1150 1245	LV SAO FAULO. AT A AT RIO DE JANEIRO. LV LV RIO DE JANEIRO. AT AT BELO HORIZONTE. LV LV BELO HORIZONTE. AT AT CARAVELAS. LV LV CARAVELAS. AT AT SALVADOR. LV LV SALVADOR. AT	1100	1345 1200 1120 0800 0710	1520 1400 1300 0900 0805	1830	1815
		1540	1455	1455 1600 1815 0500 0700 0830 1030	Ar MACEIO. LV LV MACEIO. Ar Ar RECIFE. LV LV RECIFE. Ar Ar FORTALEZA. LV LV FORTALEZA. Ar Ar SAO LUIZ. LV LV SAO LUIZ. Ar Ar BELEM. LV	0800 0715 0500 1715 1445 1400 1200	0500	0630 0545 0500		

C- 1800 D		C- 1801 4
0600	Lv SAO PAULOAr A	1600
0900	Ar GOIANIALv T	1300
0945	Lv GOIANIAAr	1200
1315	Ar CAROLINALv	083v
1415	Lv CAROLINAAr	0720
1625	Ar BELEMLv	0500
0500	Lv BELEMAr	1430
1	FARAMARIBOLv	1115
	PARAMARIBOAr	1015
1130	Ar PORT OF SPAINLv	0730
1300	LV PORT OF SPAINAr	1630
1630	Ar SAN JUANLv	1300
0830	Lv SAN JUANAr	1200
1	FORT AU PRINCELv	0900
	PORT AU FRINCEAr	073v
1400	Ar MIAMILv	0400

C-	C-	C-	C-		C-	C-	C-	C-
1001	1173	1171	1250		1251	1170	1172	1000
3 7	⑤	2	① ④		3 6	2	5	D 4
1200	0600 0910	0600 0910 1040 1200	1200 1510 0800   1000   1615	LV SAO PAULO. AT AT AT CAMPO GRANDE LV LV CAMPO GRANDE AT AT CORUMBA LV LV CORUMBA AT AT CUTABA LV LV CUTABA AT AT MAMAUS LV AT PORTO ALEGRE LV	1915 1445 1345 1215 1130 0600	1600 1520	1350 1040	0700

C- 1600 ① ⑤		C- 1601 2 6
0600	Lv SAO PAULOAr A	1600
0900	Ar GOIANIALv	1300
0945	Lv GOIANIAAr	1200
1315	Ar CAROLINALv	0830
1415	Lv CAROLINAAr	0720
1625	Ar BELEMLv	0500

## RIDDLE AIRLINES (RD)

201 #Ex TO	301	205	203 #EX ⑥⑦	207 #Ex	403 #Ex (70)	401 Ex 6	453 #Ex DD	451 #Ex 607	C-46	200 #Ex ©?	300	204	306 #Kx ⑤⑦	208 //Ex ©(7)	402 #Ex 6	404 FEX 67	452 #Ex (7(1)	454 FEX 60
0100 0140	-	2350	2200 2310 0115 0205	0030					Lv BOSTON Ar 4 Ar NEW YORK (IDL). Lv Lv NEW YORK (IDI). Ar Lv NEWARK (EWR). Ar Ar PHILADELPHIA. Lv	2245		0525	0840 0730 0615 0530	0520				
0230			0330	0230	0030	2300 2359 0045	0230	2310	Lv PHILADELPHIA. Ar Lv CHICAGO (MDW) AR Ar INDIANAPOLIS. Lv Lv INDIANAPOLIS. Ar Lv DETROIT. Ar				04,30	0313	0525	0445 0345 0300	0700	0020
The last of the la				0625 0815 0850	0345 0505 0720 0820	0310	0545	0055 0140 0347	Ar CLEVELAND LV LV CLEVELAND Ar Ar ATLANTA LV LV ATLANTA Ar Ar ORLANDO LV LV ORLANDO Ar Ar TAMPA LV	1745 1715				2130 2035 2000	0215 0057 2245 2145	0015 2320	0715 0627 0215	2100
0730	2200 0425	0440 0520 0553	0730 1000 1625	0870	0920 0950 1023	0750 1000 1625			Ar WEST PALM BEACH LV LV WEST PALM BEACH Ar Ar MIAMI . LV LV MIAMI . Ar Ar SAN JUAN . LV	1600	0245 2300	2300	2300	2000	2030 1815 1430	2005 1815 1430		

## RUTAS AEREAS NACIONALES (RANSA)

	3)		(	1)	4	2	5	0	C-46; C-47	2	5	7	Œ	0	1	3		
2300	0445 0530 F	0005 0305 0350 F 0820	0100	0445 0530 F	0350	0730 0815 F	0445	0305 0350 F	Lv MIAMI International Ar BARCELONA, Muntadas Lv BARCELONA, Muntadas Ar Ar KINGSTON, Palisadoes Lv KINGSTON, Palisadoes ARUBA. ARUBA. Ar MARACAIBO, Gr. De Oro Lv MARACAIBO, Gr. De Oro I Ar CARACAS, Majquetia Lv				1900 1200 1100		0800	1000		

## SABENA BELGIAN AIRLINES (SAB)

101 #Ex	249	247	DC-3/C-47	248	250	102 # Ex
2040	0735	1020	LV BRUSSELS	2330	2045	2320
2210	1300	1545	Ar PARIS LV	1745	1500	

215 ⑤	213	217 23 45	211 ⑥	DC-3/C-47	214	218 23 45	216 ⑤	212 ⑥
1325	0640 0900 0930 1200	1340	1340	Ar STUTTGART Lv	1925 1820 1750 1550 1520	2045 1930 1845 1710	2050 1945 1915 1715	2050 1945 1910 1710

103 #Ex (1)(7)	KL005 # Ex (1)(7)	DC-3/C-47	KL006 #Ex	104 #Ex ①⑦
0140		Lv BRUSSELS Ar	4	0445
0245		Ar AMSTERDAM Lv	IL	0345
	0350	Lv AMSTERDAM Ar Ar COPENHAGEN Lv	0255	

## SAM AIRLINES

999	888	C-46		887	998
5	5	Read Down	Read Up	3	4
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		4
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
1		Lv BARRANQUILLA	Аг	1315	1300
1350	801				
	3	Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700			0930	1100
1645	0800			0830	1000
1800		Ar CALI		0715	
	1200	Ar LETICIA		-	0600

## SCANDINAVIAN AIRLINES (SAS)

006 1	DC-3	005
23	Read Down Read Up	34
2350 0245	Lv COPENHAGEN, KastrupAr Ar AMSTERDAM, SchipholLv	0625 0350

## SEABOARD AND WESTERN AIRLINES (SBW)

<b>200</b> ⊙	204	102	200	200	104	104	100	100	0	Constellation DC-4	101	105 ⊙	101	101	105	103	101	103	105	101
6	5	3	23	74	2	34	0	# Ex	1	C-47	1	102 45	2	3	3)	4	6	6	6	45
0330	1000 0215 0315	2000		0800 0015 f0115	0930	0930	0600 2215 2315	0330 1945 2100	Ar	NEW YORKAr A SHANNONLv SHANNONAr	1255 0440	0030	1255 0440 0335	1255 0440 0335	0030	0225	1255	0215	1245 0430	1255 0440 0335
0530	0313	2140	0550	10113	0230	0230	0100	2240	Ar	GLASGOW Lv	0145	0030	0145	0225 0030	0030	0045	0130	0215	0330	0145
0625		0040 0155 0300	0645				0155	2335		LONDONAr AMSTERDAMLv HANOVERLv HAMBURGLv	0045		0045 2340	2330		2145 2005 1900	0030	1930 2100		0045
		0300					0255	0035	Ar	BRUSSELSLv DUSSELDORFLv COLOGNELv	2335 2255 2245		2255			1000	2255	2100		233 225
900			0900	0630			0420	1		FRANKFURT Lv	2155		2155				2155			215
							1455	0600 0655 0800	Lv Lv	FRANKFURT Ar NUREMBERG Ar MUNICH Ar	2120 f2025 1920			2120 f2025 1920			2120 2025 1920			212 202 192
	0545 0645				0545 0645 1000	0545	1705	f0905	Ar	STUTTGART Lv PARIS Lv PARIS Ar GENEVA Lv	f1815	2100	1815	1815	2100 2000		1815		0100 2330	181
	0815				r1120 1100				Ar	BASLELv ZURICHLv					1900 1800				2245 2200	

## SWISSAIR (SR)

704 DC-3 D 23 45	791	793 6	DC-6A Read Down Read U	792 5	790 D	705 DC-3 2 3 4 5 6
	1800	0130 2115 2115 2205	LV NEW YORK A Ar MANCHESTER I. I. LV MANCHESTER A Ar BASLE I. LV BASLE A Ar GENEVA I. LV GENEVA A. Ar ZURICH I. LV ZURICH AA T GENEVA I. AT GENEVA I. AT ZURICH A. AT GENEVA I. LV ZURICH A. AT GENEVA I.	r 2135 v 1950 r 1920 v r v 1850 r	1135 1045 0900	
2310 2350 0020 0300				r v r v		0715 0640 0610 0340

## TRANS-MEDITERRANEAN AIRWAYS (TMA)

W120	MV108 267	MV106 2Q7	MV114	MV112	MV102	MV104		MV103	MV101	MV111	MV113	MV105 247	MV107 267	MV119
		*			0900 1000 1200 2320	0900 1000 1200 2320	Ar BASEL Lv	1530 1430 1330 0400	1530 1430 1330 0400					
0100	0100	0300	0400 0800 0900 1200	0400 0800 0900 1200			Lv BEIRUT Ar Ar BACHDAD Lv Lv BACHDAD Ar Ar TEHRAN Lv			2100 1900 1800 1600	2100 1900 1800 1600	1430	1330	1600
0730 - 0900 1030	0730						Ar KUWAIT Lv Ar DHAFRAN Lv Ar BAHRAIN Lv Lv BAKRAIN Ar Ar DCHA Lv					1100	1000	1230

## TACA INTERNATIONAL AIR LINES SA)

525	801	801	801	801	DC-4		400	800	400	800	526	526	100
2	6	5	2	0	Read Down	Read Up	1	4	3	6	1	4	5
0700 1025 1110 1155	0600 \$ 1030 1100 1225 1315 1400	0615 1145 1245 1330	0400 0930 1020 1105 1220 1315 1340 1435 1500 1610	0600 1130 1230 1315	LV NEW ORLEANS LV MEXICO AT BELIZE LV BELIZE AT GUATEMALA LV GUATEMALA AT SAN SALVADOR LV SAN SALVADOR AT TEGUCIGALPA LV TEGUCIGALPA AT MANAGUA LV MANAGUA AT SAN JOSE		2030 1535 1505 1420 1400 1315 1300 1205 1145 1035	1845	2110 † 1715 1700 1535 1505 1420 1400 1315 1300 1205 1145 1035	1900	1800	1715	1855 1535 1505 1420 1400 1315 1300 1205 1145 1035

## TRANS-AUSTRALIA AIRLINES (TAA)

1931 DC-3 2	1915 DC-3	1915 DC-3	1921 DC-3	1909 DC-4 5	1919 DC-4 6	1917 DC-3 4 6	1913 DC-4 4	1911 DC-4 2 3	1911 DC-3 ① ⑤				1912 DC-3	1912 DC-3 5	1912 DC-4 2 4	1912 DC-4 3	1918 DC-3 4 5	1920 DC-4 6	1910 DC-4 5	1922 DC-3	1916 DC-3 3 4	1932 DC-3
2130 2200	1340   1515 1600   1710	1540 1640		0500 0640 0750 0830	0150	0320		0300 0350	0320 0345	Ar Lv Ar Lv Ar Lv	SMITHTON. SMITHTON WYNYARD. WYNYARD. DEVENPORT DEVENPORT LAUNCESTON LAUNCESTON	Lv Ar Lv Ar Lv Ar	1015 0840 0800		0945 0755	0840 0640		0810 0610	1435 1300 1115	1155		
				L		1948 DC-3 3 6	1906 DC-3		1902 DC-3						1905 DC-3 3 5 7	DC-3 3 6						
						0530	0500 0720 0750 0905 0935 1100	2230 0055 0225 0500	0120	Ar Lv Ar Lv Ar Lv Ar	SYDNEY SYDNEY SYDNEY BRISBANE BRISBANE ROCKHAMPTON MCKAY MCKAY TOWNSVILLE	Lv	0315 0010 2255 1945	2350 2220	1305	0850						

## TRANS WORLD AIRLINES (TW)

## DOMESTIC

#Ex (70)	67	#8x	#Ex 67	L-1049H	#Ex 67	#8x 67	#8x 67	#Ex 600
0400	2300	2230	2200 2304 0010	LV NEW YORK (IDL), Ar 4 Ar PHILADELPHIA. LV LV PHILADELPHIA. Ar PITTSBURGH. LV PITTSBURGH. Ar Ar CHICAGO LV	0720	1530 1355 1257	1048	0253
0024		0054	0246 0345 0355 0515 0627		0618	0945 0824 0720		2300
	0550	0225	0745 1138 1300 1440	Lv KANSAS CITY Ar Ar LOS ANGELES . Lv Lv LOS ANGELES . Ar Ar SAN FRANCISCO . Lv	2200	0555	2330	

## Fits. 591 and 590 effective Nov. 10

## TRANS-CANADA (TCA)

909 ① ② ③	North Star Read Down Read Up	910 ① ② ③
2100	Ly MONTREAL	A1455
2255		A1315
2200		
2355		1155
0350	Ar WINNIPEGLv	0650
0435	Lv WINNIPEGAr	0605
	CALGARYLv	0150
+	CALGARYAr	0120
0730	Ar EDMONTON	4
0800	Lv EDMONTON	
1015	Ar VANCOUVERLv	2200

A-Toronto to Montreal section 3 4 5 only.

## TRANS CARIBBEAN AIRWAYS (TRC)

901	901	DC-4	900	900
03	6	Read Down Read Up	0	35
2400	2200	LV NEW YORKAr	0500	

## TW INTERNATIONAL

980	980	970	1 10400	981	981	971
② 0130 0:0725 0:0810 00:1740 1:1825 1:0015 0	4	6	L-1049H	6	3	2
0130	0130	0130	LV NEW YORK (IDL)Ar 4	1255	1255	1140
0725	0725	0725	Ar GANDERLv	0930	0930	0815
0810	0810	0810	Lv GANDER Ar	0850	0850	0735
1740	1740	1740	Ar SHANNONLv	0300	0300	0145
1825	1825	1825	Lv SHANNONAr	0215	0215	0100
1		2230	Ar FRANKFURTLv	1	1	2230
		0030	Lv FRANKFURTAr			2105
2150	2150		Ar PARISLv	0040	0040	-
0015	0015		Lv PARISAr	2310	2310	
1		0135	Ar ZURICHLv	2000	-	2000
		0230	Lv ZURICHAr	1845		1845
0135	0135		Ar GENEVALv	2150	2150	1
0230	0230		Lv GENEVAAr	2050	2050	
1	1		Ar MILANLv	1740	1940	1740
			Lv MILANAr	1610	1810	1610
0435	0435	0435	Ar ROMELv	1430	1630	1430

## WHEELER AIRLINES

101 P	C-46 DC-3	102 P
25	Read Down Read Up	23
	Lv VAL D'ORAr Ar GREAT WHALELv	1630 1320

## TRANSA-CHILE

1	0	36	5	4	C-46 Read Down Read Up	1	25	1	4
1500 1710 1755 2125	0800 1100 1145 1750	1000 1210 1255 1325	0800	0900 1200	Lv ARICA			1730	1700 1400

#### UNITED AIR LINES (UA)

61 #Ex 607	59 #Ex (7(1)	63 #Ex (6)(7)	O   O   O   O   O   O   O   O   O   O	DC-6A/DC-7A	70 #Ex 367	70 #Ex	72 #Bx 607	60 #Ex (DI)	62 Æx 60	62	64 #Ex (6)(7)	68 #Ex (6)(7)	56 FEX (70)	66 #Ex (70)	60 (60)					
1300		[		2208					Ar HARTFORD/ Lv Lv SPRINGFIELD Ar	1000									1257 1215 1115	10
1030	01.30	2215	0700		0200	2330	2300	1830	Ar NEW YORK(IDL) Lv Lv NEW YORK(IDL) Ar Lv NEWARK, Ar	1020 0920 1040	1720	1055	1547	1725	1425	1750	0540	0450	U857	
		2255						2045	Ar PHILADELPHIA, LV Lv PHILADELPHIA, Ar Ar CLEVELAND , Lv		1645 1555 1425		1400	1650 1543			0500 0352 0220		072.5	
1540	0335	0235		0230					Lv CLEVELAND Ar Ar DETROIT Lv		1338		1302	1345			0057		0602	
1732	0557	0345	1215	0407	0440	0140	0105	0038	Ar CHICAGO (MDW) Lv	0545	1115		1035	1245 1035 0837	1035	1400	2230	0100	0335	
		0545	1530	0550		0250	1		Ar CHICAGO (ORD) Lv Lv CHICAGO (ORD) Ar			0720 0610				1				
			1000	0050					Ar OMAHA Lv Lv OMAHA Ar Ar DENVER Lv					0420	0420	1010				
		1025	1830 1930	1010					Lv DENVER Ar Ar SALT LAKE CITY Lv					0320	0320	0600				
		1125	2220 2330	1300			0645		LV SALT LAKE CITYAR Ar LOS ANGELES . LV LV LOS ANGELES . Ar			22,70			2255 2156					
			0110		-	0750			Ar SAN FRANCISCO LV	2025	0130			2230	2015	0130 0011 2145				
		1320 1405 1451							Ar PORTLAND, Lv							2052				

#### U.A.T. AEROMARITIME (UT-AMA)

#### VARIG (RG)

966	667	C-46		666	967
5	EX I	Read Down R	ead Up		6
0612	0430 0500	Lv RIO DE JANEIROAr SAO PAULOLv SAO PAULOAr PORTO ALEGRE, Salgado Filh — VITORIA	Lv Ar oLv	0330 0200 0130 2230	1540
1		BELMONTE			F
1115		Ar SALVADOR, Ipatanga		1	1040
1145		Lv SALVADOR, Ipatanga			1010
F		ARACAJU, Municipal			F
F		PROPRIA			F
F		PENEDO			F
F		MACEIO, Tab. do Pinto			F
1520		Ar RECIFE, Iba. Guar		i	0635
1540		Lv RECIFE, Iba. Guar			0615
F		JOAO PESSOA, Santa Rita			F
1655		Ar NATAL, Parnamirim	Lv		0500

varig maintains twenty-one weekly unscheduled round trip car-go flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

#### DC-6 AMA- UT- AMA- DC-4 98 756 90 Nord DC-6 Nord DC-4 AMA- AMA- AMA-97 93 99 Nord Nord Nord UT-755 DC-6 DC-4 NORD 2.502 Read Down Read Up 0040 1850 1750 6 4 3 2 6 5 LV PARIS LE ....Ar 1000 1620 1610 1825 1910 0755 0005 .Ar 0655 5 0105 0730 0320 0430 .Ar 0600 0600 Lv FORT-LAMY.... 2225 2110 1800 0930 1635 1555 2225 0800 0800 Ar N'GAOUNDERE... 0850 0850 Lv N'GAOUNDERE... - BANGUI. .Lv 0850 LV N'GAOUNDERE. ... BANGUI LV LV BANGUI AF AF DOUALLA LV LV DOUALLA ... 1150 AT LIBREVILLE ... AT PORT-GENTIL ... AT PORT-GENTIL ... BRAZZAVILLE LV LS30 AT POINTE-NOIRE ... 1355 1730 0710 0805 1830 0855 1020 1100 1140 1220 ...Lv 1355 \*Every other week

## EXPLANATION OF CODES AND SYMBOLS

X-Daily

A -Daily
D -Monday
-Tuesday
Wednesday
Thursday
-Thursday
-Friday
S -Friday
-Sunday
-Sunday

Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity. Ar-Arrival Lv-Departure f -Optional Landing (flag stop) X -Technical Landing S -Service Temporarily Suspended

CARRIER

			maa	IMUM	FLO	By	Car	NG W	s an	d Ty	pes	of A	ircr	aft.	201	Squa								-		ALL-	CARG	0	-	
CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-5B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	-	Lockheed
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SA								200			200			0.0		cast nice							185		200				~~	
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N							85																						**	-
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AB		150					-	100	-		150		75												100	205				-
SAS									100		150												550		200			300		-
BW																							550		200			300		-
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SR	-						40.10						75		100.000											200				-
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rc								100			75							0.0												-
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CARRIER	Boeing	Boeing 707-720	Britannia	Canadair	North Star	Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	(combination)	Douglas DC-68	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed	Lockheed Electra	Lackheed Super	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedork	Lockheed Super Const. 1049	Douglas DC-7F	ockheed
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Constellation 749H

# SCHEDULED AIRLINES DECODING

ficial Airwaybill breviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybili Abbreviation	Reservati Code
AA	AA	001	American Airlines, Inc. Arab Airways (Jerusalem) Ltd. Alaska Coastal Airlines and Coastal Airlines de Transportes Aerovicos Brasil, S.A. Aden Airways Limited Aeronoves de Mexico, S.A.	LACSA	LR
AAJ	·····JE·····	135	Arab Airways (Jerusalem) Ltd.	LADE	L.D
ARR	AR	042	Alaska Coastal Airlines	LAN	. LA
AD	AD	103	Aden Airways Limited	LAP	
AERONAVES.	AM	139	Aerongves de Mexico. S. A.	LAV	. L.V
				LC	. L.C
AF	AF.	057	Ale France	LH	. L.H
Arbennesses	SU	***************************************	Aerof let	LIN	. LF
All	Al	098	Air-India International	LN	LN
AIRCET	AE AJ KK	140	Air Ceylon Limited	LOT	. LO
AKK	KK	224	Air Kruise (Kent), Ltd.	LX	. L.X
				MAL	- ML
AL G	AH	124	Air	MAL EV	. M A
AL Treasurer	MAKETARE INTERNAL	053 Aer Lingus To	eoranta - Irish International Air Lines	MEA	. ME
ANSETT	AP	152	Ansett Australian National	MK	. MK
AP A	HP	123	Aerovins Ponomo	MM A	. MM
	AQ	112		MN	. MO
ARG	AR	044	Aquila Airways Limited Aerolineas Argentinas Ariana Afghan Airlines, Ltd.	MOS	.MT
ASA	FG	255	Ariana Afghan Airlines, Ltd.	MS	MS
ASAL	A3	02/	Aerovias Sud Americana	NACIONAL	
ATM	AT	147 Comp	ponie Nationale de Transports Ariens	NA	NA
ATCA	7.7	141	Aero Transportes, S.A.	NF.	. NE
AVENSA	VE	128	Alaska Airlines, Les. Alaska Airlines, Inc. Aerovias Sud Americana ognie Nationale de Transports Ariens Aero Transports, S.A. Aerovias Venezclanas, S.A.	NO	. NO
AVIACO	AO			NW	. NW
AW	AW	121A	Airwork Limited	NY	. NY
AZ	AZ	055	ALITALIA-Lines Aeres Italians	0A	OA
BAHAMAS	BH	116	Bahamas Airways, Ltd.	QAS	.OL
BEA	n.e	040	British Furanean American	OAS	. OZ
BGAL	DE	400	erovian Nacionales de Colombia, S.A.  Alivers Limited  ALITALIA—Lines Aeres Iralians  —Enhanas Airways, Lit.  —Brifer Air Transport Phy.Ltd.  —Brifer Air Transport Phy.Ltd.  —Brifer Michael Air Transport, Ltd.  —Brifer Michael Airways, Lot.  —Brifer Michael M	PAA	. FA
BKS	BK	137	BKS Air Transport, Ltd.	PAB	. PB
BL	BL	039	Bonanza Air Lines, Inc.	PAL	. PR
BOAC	BN	061	Branitt International Airways, Inc.	PANAGRA	. PG
BRITAVIA	ВТ	225	Britavia, Limited	PIA	
BWIA	BA	30 6	British West Indian Airways, Ltd.	PLUNA	PII
CAA	ČA	013	Capital Airlines, Inc.	PC	. PC
CAS	~e	120	Cambrian Airways Lorp.	I PN	. PN
CAT	ČŤ	129	Civil Air Transport	PT	. PT
CATHAY	CX	160	Cothay Pacific Airways, Ltd.	QBA	. QB
CAUSA			Compania Aeronautica Uruguaya, S.A.	QCA	. QC
CDA	DO	1 12	Caribbean Affantic Airlines, Inc.	QEA	. EM
CH	CH		Chicago Helicopter Airways, Inc.	DAC	. QA
CIACINT ACMA.	***************************************		Combrien Airmes, Inc.  Combrien Airmeys, Ltd.  Combrien Airmeys, Ltd.  Combrien Airmeys, Ltd.  Compania Aeronoutica Uruguaya, S.A.  Compania Aeronoutica Uruguaya, S.A.  Corribaen Airmes, Inc.  Corribaen International Airmeys, Ltd.  Corribaen International Airmeys, Ltd.  Compania Mexicana de Aurugay, Inc.  Compania Mexicana de Aurugay, Inc.  Controletta Chilean Airlines  Compania Mexicana de Aurugay, Inc.  Controletta Lines, Inc.  Cordova Airlines, Inc.  Cordova Airlines, Inc.	RANSA	. RA
CINT A	Clament	231	Cinta Chilean Airlines	RANSA	.RN
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COCOMAIR	CO	005		REEF	Decrees.
CO A	CD	320		FD	RD
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COPA	CM	230	ompania Panamena de Aviacon, S. A.	\$AB	.SN
CRUZEIRO	CP	0 18	Canadian Pacific Airlines, Ltd.	SAFE	.90
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul	SAHSA	. SH
CSA CUBANA CYP	OK	124	Ceskoslovenake Aerolinie	SAM	**********
CUBANA CYP DA DERBY	CY	048	Cyprus Airways, Ltd.	SATA	.SP
DA		226	Dragon Airways, Ltd.	SBW	.SB
DETA	744	0.68	Dorby Aviation, Ltd.	SBWSCAL	. V F
VE 1 A	· · · · · · · · · · · · · · · · · · ·		Dregon Airways, Ltd. Derby Aviation, Ltd. Divisco de Exploraceo dos Transportes Aereas "DETA" Delfa Air Lines, Inc. Exploraceo des Transportes Aereas	SDI	61
DL	DL	006	Delta Air Lines, Inc.	SI	SI
DTA	DT	118 Divisoo de	e Exploração dos Transportes Aereos	50	.SO
E A	EA	004	Eastern Air Lines, Inc.	SR	SP
EG	EAGLE	232	Eggle Airways of Britain	STAE0	.ST
EL AL	LY	114	El Al Israel Airlines, Ltd.	SUDAN	
ES	ES	169	Ellis Air Lines	TAA	TN
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FAUCETT	CF	163	panie de Aviacion "FAUCETT." S.A.	TACA	TA
FINNAIR	AY	105	Aero O/Y (Finnair)	TACAV	TV
FL	FL	0 29	Frontier Airlines, Inc.	TAIP	IP
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G AM	AG	040	Guest Aerovias Mexico, S.A.	TAP	TC
C14	GF	194	Gulf Aviation Company, Ltd.	TEAL	TE
GIA GIBAIR	GT	171	Gibrolter Airways, Ltd.	THAI	TH
GU	GU		Empress Guatemalteca de Aviacion	THY	TK
HAL	НА	173	Delra Air Lines, Inc.  Exploración des Transportes Aereos  Eastern Air Lines, Inc.  Estat West Airlines, Ind.  Estat West Airlines, Ind.  anie de Aviación "FAUCETT". S.A.  "Fontira Airlines, Ind.  Flying Tiger Lines, Inc.  Guine Airways, Ltd.  "Flying Tiger Lines, Inc.  Guine Airways, Ltd.  Gorude Indonesian Airways, Ltd.  Gorude Indonesian Airways, Ltd.  Gibraiter Airways, Ltd.  Gibraiter Airways, Ltd.  Gibraiter Airways, Ltd.  Hang Kong Airways, Ltd.  Hang Kong Airways, Ltd.  Hang Kong Airways, Ltd.  Hang Kong Airways, Ltd.  Indian Airlines, Capparotion  Mercantil Anonima de Linesa Aereos  Incelandic Airlines  Lealandic Airlines  Lealandic Airlines  Lealandic Airlines  Lealandic Airlines  Lealandic Airlines	TSA	TO
HCA	нк нс	054	Munting-Clan Air Transport, Ltd.	TRC	TR
I A	I A	073	front Airways, Ltd.	TT	TT
AC	IC	058, 093	Indian Airlines Corporation	TU	TU
8	IB	075 Iberia, Cia.	Mercantil Anonima de Lineas Aereas	UA	UA
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	1R	096	Ironian Airways	VAPIG	RG
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JSY	JY.	130	Jugustuvenski Aerotrensperi (JA!)	WAAC	WT
		220	Kuwait Airways	WA	WA
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Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decading
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MAL EV	MA	125	
MN	MN	10	Menne Airlines Limited Mohawk Airlines, Inc. Mohawk Airlines, Inc. Morton Air Services Limited Misrair, SAE Transportes Aereos Nacional, Ltde. Northern Consolidated Airlines, Inc.
NO	NO	32	Mans Airlines Limited Mohaw Airlines, Inc. Mohaw Airlines, Inc. Mohaw Airlines, Inc. Mohaw Airlines, Inc. Narhaw Anewa Nacional, Lida. Nathera Nacional, Lida. Nathera Nacional, Lida. Narhawa Airlines, Inc. Narhawa Airlines, Inc. Narhawa Airlines, Inc. Narhawa Airlines, Inc. New York Airwaya, Inc. New York Airwaya, Corp. Olympic Airwaya, Corp. Olympic Airwaya, Corp. Olympic Airwaya, Corp. Olympic Airwaya, Corp. Mord Airwaya, Corp. Pandir Airwaya, Corp. Pandir Airwaya, Corp. Pandir Airwaya, Corp. Pandir Mord Airwaya, Inc. Pandir Mord Airwaya, Inc. Pandir Mord Airwaya, Inc. Pandir Mord Mord Mord Mord Mord Mord Mord Mor
PABPALPANAGRAPI.	PB	26	Pan American World Airways System Panair do Brasil, S.A. Philippine Air Lines Pan American-Grace Airways, Inc. Piedmont Aviation, Inc. Pakistan International Airlines
PLUNA, PCPNPT. GAPLGBAGCA	PC	31	voas Uruguayas de Navigacion Aerea — Pacific Air Lines — Pacific Northern Airlines, Inc. — Provincetown-Baston Airline, Inc. — Queensland Airlines Pty., Ltd. — Quebecair, Inc. — Queen Cherlotte Airlines, Ltd.
QUSA	EM0 QA1 RC2 RA3 RN2	43	Provincetoum Patrick AIT Lines Provincetoum Baston Airlines, Inc. Queensland Airlines Pty., Ltd. Queensland Airlines, Pty., Ltd. Queensland Airlines, Inc. Queensland Airlines, Inc. Queensland Airlines, Inc. Queensland Airlines, Inc. Queensland Airlines, Airlines, Inc. Queensland Airlines, Airlines, Inc. Queensland Airlines, Inc. Trans-Australia Airlines, Inc. Trans-Australia Airlines, S.A. Lines Airea TacAc de Venezuela
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SAS. SATA. SBW. SCAL SDI.	SK	17Seciedede Ac 19	Scondinavian Airlines System eriand et Transportes Aerees, Ltda. Seaboard & Western Airlines, Inc. Silver City Airways, Ltd. Saudi Arabian Airlines Scottish Airlines Silck Airways, Inc.
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